

APPENDIX

INLAND
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Stakeholder Engagement Report

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

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1. Introduction

1.1 Project overview

The ARTC Inland Rail Program (ARTC Inland Rail) proposes the construction and operation of the Inland Rail—Border to Gowrie (B2G) project (the Project).

The Project is located between the border, near Yelarbon, to Gowrie Junction, north-west of Toowoomba in Queensland, as shown in Figure 1.1.

The proposed alignment comprises 216 kilometres (km) of new, dual-gauge track—145 km in greenfield corridor and 71.2 km in existing Queensland Rail corridor.



FIGURE 1.1 INLAND RAIL—BORDER TO GOWRIE PROJECT LOCATION

Key components of the Project are identified in Table 1.1.

TABLE 1.1 COMPONENTS OF THE BORDER TO GOWRIE PROJECT

Key Component	
Start and finish point	The border near Yelarbon and Gowrie Junction
Local government areas	Goondiwindi Local Government Area; Toowoomba Local Government Area
Length of alignment	216.2 km total length—145 km of new track and 71.2 km of upgraded track.
Key features	▶ 31 new rail bridges ▶ 3 new road bridges ▶ 2 turnouts to the South Western Line (Kildonan and Whetstone) and 2 turnouts to the Millmerran Branch Line (Millmerran and Yarranlea) ▶ Turnouts and 5 new crossing loops (Yelarbon, Inglewood, Kooroongarra, Yandilla and Linthorpe) ▶ 61 local government road-level crossings, 9 local government road grade separations, 44 local government road closures/realignments ▶ 9 state-controlled roads directly impacted ▶ 343 locations with one or more culvert cells ▶ 7 turnouts to existing Queensland Rail sidings and loops: ▶ 3 in Kurumbul ▶ 3 in Yelarbon ▶ 1 in Brookstead. ▶ Ancillary rail infrastructure including maintenance sidings and signalling infrastructure to support the Advanced Train Management Systems (ATMS) ▶ Ancillary works including engineering infrastructure.
Train lengths	Up to 1,800 metres in length, with potential for future accommodation of 3,600 metres in length.
Construction	Commencement in late 2020, with construction expected to be completed in 2025.
Employment	Construction employment: preliminary estimates indicate that the workforce onsite for B2G will average approximately 400 full-time equivalent (FTE) over the construction period, with a peak of approximately 950 FTE. Operational employment: it is anticipated that ongoing operation and maintenance will require a workforce of 10–15 FTEs.

1.2 Purpose of the report

This report outlines the community engagement process undertaken as part of the Project's Environmental Impact Statement (EIS).

This report was prepared in accordance with the Terms of Reference (ToR) for the Project, issued by the Coordinator-General, 16 November 2018.

2. Methodology

2.1 Aim and objectives

The aim of the engagement program was to inform stakeholders, including the broader community about the Project and the EIS process, seek stakeholder involvement in the development of the design and EIS, and report on how this input was considered.

ARTC Inland Rail has three main engagement goals to build positive relationships to obtain support for the Project and enable the successful delivery of Inland Rail projects within each community.

TABLE 2.1 INLAND RAIL ENGAGEMENT GOALS

Goal	How this will be achieved on B2G
Build trust	▶ Ongoing engagement with landowners regarding geotechnical investigations, field studies, the rail corridor on their property, the acquisition process; and ensure the engagement team continues to own the landowner relationship. ▶ Demonstrate to communities how their feedback has been taken on board in the EIS and the feasibility design through an iterative consultation process. Show them the changes we have made. ▶ Regularly engage with stakeholders and ensure the conversation is advancing and action items are being closed out.
Build credibility	▶ Identify how ARTC Inland Rail can benefit the B2G communities, which will experience much of the impact without any direct benefit ▶ Support the Social Performance team to enhance positive impacts in the Project area ▶ Make a decision on specific design and alignment elements requested by the community and then communicate the reasoning to the community ▶ Engage stakeholders and communities on the issues that are important to them, seek their input to validate models, and have technical experts that can explain what the data means ▶ Deliver on the commitments we make to the community in a timely and appropriate way.
Build visibility	▶ Have a presence on the ground in communities by attending and sponsoring local events ▶ Go to the community—don't expect them to come to us. Attend community meetings. ▶ Undertake a program of well-advertised consultation at times and venues that are suitable for the community.

2.2 Project stakeholders

A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision (IAP2, 2019). A preliminary stakeholder list was developed through desktop research and analysis of existing information materials. This list was subject to ongoing refinement throughout the engagement process.

Stakeholders identified for the Project included Australian Government, State government, and local government representatives, potentially affected landowners, local businesses, industry bodies, environmental groups, community groups, education and training providers, media and nearby communities. The stakeholders informed or consulted for the Project are detailed in Table 2.2.

TABLE 2.2 B2G PROJECT KEY STAKEHOLDERS—QUEENSLAND

Group	Stakeholder
Australian Government—elected representatives	▶ Deputy Prime Minister and Minister for Infrastructure, Michael McCormack (from 21 December 2017) ▶ Minister for Infrastructure, Darren Chester (until 20 December 2017) ▶ Former Federal Member for Groom, John McVeigh ▶ Member for Maranoa, David Littleproud ▶ Senator Barry O'Sullivan (until 30 June 2019)
Australian Government—departments and agencies	▶ Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) ▶ Department of Agriculture, Water and the Environment (DAWE) ▶ Regional Development Australia ▶ National Transport Commission
Queensland Government—elected representatives	▶ Member for Condamine, Pat Weir ▶ Member for Southern Downs, Lawrence Springborg (until December 2017) ▶ James Lister (from December 2017)

Group	Stakeholder
Queensland Government— departments and agencies	▶ Premier and Cabinet ▶ Queensland Treasury ▶ Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) ▶ Department of Communities, Disability Services and Seniors ▶ Office of the Coordinator-General (OCG) ▶ Department of Transport and Main Roads (TMR) ▶ Department of Natural Resources, Mines and Energy (DNRME) ▶ Department of Environment and Science (DES) ▶ Department of Employment, Small Business and Training (DESBT) ▶ Department of State Development, Tourism and Innovation (DSDTI) ▶ Department of Agriculture and Fisheries (DAF) ▶ Department of Infrastructure and Planning (DIP) ▶ Queensland Rail (QR) ▶ Department of Education (DoE) ▶ Biosecurity Queensland ▶ Department of Fire and Emergency Services (QFES) ▶ Department of Health ▶ Department of Housing and Public Works ▶ Department of Local Government, Racing and Multicultural Affairs ▶ Department of Regional Development and Manufacturing ▶ Queensland Police Service
Local Government	▶ Toowoomba Regional Council (TRC) Mayor, Cr Paul Antonio ▶ Goondiwindi Regional Council (GRC) Mayor, Cr Graeme Scheu ▶ TRC Councillors ▶ GRC Councillors ▶ TRC officers and technical staff ▶ GRC officers and technical staff
Chambers of Commerce	▶ Toowoomba and Surat Basin Enterprise ▶ Toowoomba Chamber of Commerce ▶ Pittsworth Alliance ▶ Goondiwindi Chamber of Commerce ▶ Millmerran Commerce and Progress Association
Peak bodies	▶ National Road Transport Association ▶ Queensland Transport and Logistics Council ▶ Australian Trucking Association ▶ Toowoomba and Surat Basin Enterprise ▶ Southern QLD Country Tourism ▶ QLD Farmers Federation ▶ National Farmers Federation ▶ Agforce ▶ Cotton Australia ▶ Growcom, Heavy Vehicle Industry Australia ▶ Queensland Resources Council ▶ Construction Skills Queensland (CSQ)

Group	Stakeholder
Environmental and other community groups	▶ Gowrie Junction Progress Group ▶ Kingsthorpe and District Progress Group ▶ Southern Downs Protection Group ▶ Southern QLD NRM QLD Murray Darling committee ▶ Millwood Farmers Group ▶ Inglewood Community Advisory Group ▶ Yelarbon Community Consultative Committee ▶ Macintyre Brook Irrigators Association ▶ Australia Koala Foundation ▶ Australian Wildlife Conservancy ▶ SQ Landscapes ▶ Darling Downs Regional Organisation of Councils ▶ Friends of the Escarpment Parks Toowoomba Inc. ▶ Goondiwindi and District Historical Society ▶ Highfields and District Business Connection Incorporated ▶ History Pittsworth ▶ Hope Australia (links to Condamine Catchments) ▶ Inglewood and Texas Landcare Association Inc ▶ Macintyre Valley Cotton Growers Association Inc. ▶ Millmerran Commerce and Progress Inc. ▶ Murray Darling Association ▶ Murray–Darling Basin Authority ▶ North East Downs Landcare ▶ Pittsworth Landcare ▶ Queensland Conservation Council Queensland Murray-Darling Committee ▶ Queensland Beekeepers' Association ▶ Rotary Club of Toowoomba North ▶ RSPCA Queensland The Wilderness Society ▶ Toowoomba Bird Observers ▶ Waggamba Landcare Group Inc. ▶ Wildlife Preservation Society of Queensland ▶ Wildlife's Welfare Carers Inc. ▶ Wylahra Grove Progress Association
Traditional owners and Indigenous groups	▶ Western Wakka ▶ Bigambul ▶ Endorsed Aboriginal Parties
Community action groups	▶ Inner Downs Inland Rail Action Group (also known as RAIL (Residents Against Inland Rail Line)) ▶ Millmerran Rail Group
Community consultative committees (CCC)	▶ Inner Darling Downs ▶ Southern Darling Downs
Landowners (directly impacted)	▶ Landowners directly affected by the Project final rail corridor (nominal 100m-wide corridor)
Landowners (study area)	▶ Landowners in the 2-km wide Project study area
Community (general)	▶ Landowners, businesses and residents in the towns/localities of: ▶ Kurumbul ▶ Yelarbon ▶ Inglewood ▶ Millwood ▶ Millmerran ▶ Pampas ▶ Brookstead ▶ Southbrook ▶ Pittsworth ▶ Southbrook ▶ Athol ▶ Wellcamp ▶ Charlton ▶ Kingsthorpe ▶ Gowrie Mountain ▶ Gowrie Junction

Group	Stakeholder
Media	▶ Toowoomba Chronicle ▶ Pittsworth Sentinel ▶ Macintyre Gazette ▶ Goondiwindi Argus ▶ Highfields Herald ▶ ABC Southern Downs ▶ WIN ▶ Channel 7
Utilities/engineering infrastructure	▶ Powerlink ▶ Santos ▶ APA ▶ Millmerran Power ▶ Ergon Energy ▶ Telstra ▶ TPG ▶ Nextgen ▶ Sunwater ▶ Queensland Urban Utilities ▶ Dumaresq-Barwon Border Rivers Commission ▶ NBN ▶ Essential Energy ▶ Goondiwindi Regional Council and Toowoomba Regional Council communications, water, sewer and stormwater ▶ Optus Utility Network

TABLE 2.3 B2G PROJECT KEY STAKEHOLDERS—NEW SOUTH WALES

Group	Stakeholder
Australian Government—elected representatives	▶ Member for Riverina, Hon Michael McCormack MP, Deputy Prime Minister, Leader of the National Party, Minister for Infrastructure, Transport and Regional Development ▶ Member for Parkes, Hon Mark Coulton MP, National Party; Minister for Regional Services, Decentralisation and Local Government; and Assistant Trade and Investment Minister ▶ Member for Maranoa, Hon David Littleproud MP; Minister for Water Resources, Drought, Rural Finance, Natural Disaster and Emergency Management ▶ Hon Mathias Cormann, Minister for Finance, Senator for WA; and Vice-President of the Executive Council
Australian Government—departments and agencies	▶ Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) ▶ Department of Agriculture, Water and the Environment ▶ Regional Development Australia ▶ National Transport Commission
New South Wales Government—elected representatives	▶ Adam Marshall MP, State Member for Northern Tablelands (NS2B project) ▶ Royal Francis Butler MP, Member for Barwon (Boggabilla)
New South Wales Government—departments and agencies	▶ Transport for NSW, Roads and Maritime Services, Department of Trade and Regional Investment ▶ Office of Environment and Heritage (now DPIE) ▶ NSW Environment Protection Authority ▶ National Parks and Wildlife Office ▶ Department of Planning, Industry and Environment NSW ▶ Department of Primary Industries ▶ Local Land Services ▶ TAFE NSW ▶ Department of Education
Local Government	▶ Moree Plains Shire Council (MPSC) Mayor, Cr Katrina Humphries ▶ Gwydir Shire Council (GSC) Mayor, Cr Mark Coulton ▶ MPSC Councillors ▶ GSC Councillors ▶ MPSC officers and technical staff ▶ GSC officers and technical staff
Industry	▶ NSW Farmers ▶ Cotton Australia ▶ Namoi Cotton ▶ GrainCorp ▶ Carrington Cotton

Group	Stakeholder
Environmental, Peak bodies and Local Groups	▶ Regional Landcare New England Northwest ▶ Northern Slopes Landcare Association ▶ NSW Farmers ▶ Macintyre Brook Irrigators Association
Community and Social Services	▶ Rural Financial Counselling Service of NSW—Northern Regions Vincent de Paul Society ▶ North Star CWA ▶ Australian Centre for Agricultural Health and Safety ▶ Centrelink ▶ Anglican Counselling Service ▶ Homeless Accommodation Support Team ▶ Youth Accommodation Team ▶ Meals on Wheels ▶ North West Rural Counselling Service ▶ Service ▶ Salvation Army ▶ Red Cross ▶ North Star Public School ▶ Yetman Public School ▶ Boggabilla Central School ▶ Toomelah Public School ▶ The University of Sydney New England Area Health Service ▶ Moree District Hospital ▶ Hunter New England Local Health District—Regional Head Office Home and Community Care (Yetman) ▶ Anglicare Northern Inland Counselling ▶ Inverell and District Health Service Social Worker ▶ Police (Local Area Command New England—Armidale) ▶ Police Yetman Station ▶ Rural Fire Service—Moree Plains Local Government Area ▶ SES—North West Region ▶ Ambulance NSW—Western Sector Administrative Office ▶ North Star & North Star East Rural Fire Brigade (RFS) ▶ Boggabilla Rural Fire Brigade (RFS)
Traditional owners and Indigenous groups	▶ Gomeroi ▶ Toomelah Local Aboriginal Land Council
Landowners	▶ Landowners directly affected by the NS2B project final rail corridor (nominal 100-m wide corridor)
Media	▶ Print: <i>Wyallda Standard</i>, <i>Bingara Advocate</i>, <i>The Land</i>, <i>Border News</i> ▶ Radio: ABC ▶ Television (out of other centres) ▶ ABC ▶ WIN ▶ PRIME
Utilities/engineering infrastructure	▶ Essential Energy ▶ Telstra ▶ MPS

2.3 Stakeholder management system

Inland Rail maintains a secure stakeholder management database (Consultation Manager) to record all consultation undertaken as part of the EIS consultation process. The database was established in mid-2014 and will be maintained throughout the remainder of the EIS process and into Project construction and operation. This central database is used to record stakeholder consultation and monitor and report on enquiries, issues and team responses across all ARTC operations and Inland Rail projects.

2.4 Consultation plan

In accordance with Section 3.1 of the ToR, a consultation plan was developed to guide effective and timely delivery of EIS consultation activities. The consultation plan included:

- ▶ The types of activities to be undertaken
- ▶ Timing of activities
- ▶ How key stakeholder and community representatives will be targeted
- ▶ Integration with other EIS activities and the Project development process
- ▶ Consultation responsibilities
- ▶ Communication protocols
- ▶ Reporting and feedback arrangements
- ▶ How results of consultation will be considered by the proponent and integrated into the EIS process.

2.5 Consultation approach

The consultation approach for the Project is guided by the International Association of Public Participation (IAP2) Core Principles.

The IAP2 Spectrum identifies five levels at which stakeholders can participate in decision making: inform, consult, involve, collaborate and empower (Figure 2.1). The level of stakeholder participation for the Project depended on the stakeholder group and technical constraints and included the inform, consult, involve and collaborate levels of the spectrum.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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FIGURE 2.1 INTERNATIONAL ASSOCIATION OF PUBLIC PARTICIPATION (IAP2) PUBLIC PARTICIPATION SPECTRUM

Source: IAP2, 2019

ARTC Inland Rail *informed* stakeholders via presentations to community and industry groups using a range of communication tools, including community update newsletters, electronic newsletters (e-news), letters, Project website, fact sheets, flyers and posters.

Stakeholders were *consulted* via numerous one-on-one and small group meetings, information sessions, pop-up consultation stands and a community survey. This was supported by feedback mechanisms including an interactive map on the Project website, 1800 telephone line, email address and feedback forms.

ARTC Inland Rail *involved* stakeholders in the design and EIS development through the community consultative committees (CCCs), one-on-one and in small groups with landowners that enabled a two-way exchange of information.

In a number of situations, such as alignment development in some sections and when designing the road/rail interfaces, ARTC Inland Rail *collaborated* with stakeholders through workshops and meetings with landowners and key stakeholders.



Goondiwindi Show, May 2019



Pittsworth meeting, August 2017



Toowoomba Royal Show, March 2019

The Project has a diverse range of stakeholders with various levels of skills and experience in engaging with large-scale infrastructure projects. Engagement and communications for the Project have been tailored to meet the relevant stakeholder requirements. For example, more technical information has been provided to experts on CCCs and government agencies, while more simplified communications and graphics have been used for the general community. Landowner information has been tailored to be relevant to their property.

A combination of digital and traditional engagement tools have been used to achieve the greatest reach. Digital tools included: website, interactive map, social media, maps, videos, a Project flythrough, graphics, e-newsletters and e-blasts. E-blasts are email campaigns focusing on a specific topic and sent to the Project database. E-blasts were used to inform stakeholders about specific milestones and advertise CCC meetings and Project works.

Traditional tools included: information sessions, letterbox drops, factsheets, maps, graphics, newsletters, meetings (group and individual), workshops, forums, phone calls, letters, newspaper advertising, television advertising, attending community events and shows.

Two Community Consultative Committees (CCCs) were formed to keep the community and industry informed about the Inland Rail project and ensure their views were heard and addressed as projects progressed through the formal planning processes. Each committee comprises of members with a range of backgrounds and interests. The purpose of the committees was to:

- ▶ Facilitate broader community involvement in the Project
- ▶ Seek community feedback and input to Project outcomes
- ▶ Increase awareness and understanding for the Project by providing communities with 'one-point of call' for Project information
- ▶ Act as a conduit between the Project team and the community to provide information or address issues and concerns.

Based on analytics, engagement rates and ad-hoc informal feedback, the engagement program continues to evolve to better meet stakeholder requirements. A stakeholder satisfaction survey has not been undertaken to date; however, Inland Rail is investigating survey options for future phases of the Project.

3. Engagement

3.1 Concept planning consultation

3.1.1 Overview

The Melbourne to Queensland route selection process began in earnest with the *2006 North–South Rail Corridor Study*, which identified a broad corridor for a future Melbourne–Brisbane railway.

The study examined four broad alternatives between Melbourne and Brisbane ranging from a far western sub-corridor via western NSW through to a coastal sub-corridor via Sydney and the North Coast. The study identified that a far western sub-corridor (via Albury and Parkes) would have the lowest capital cost, fastest transit time and the best economic cost–benefit performance.

The Far Western Sub-Corridor identified in the *North–South Rail Corridor Study* (Ernst & Young, et al., 2006) formed the starting point for the *Inland Rail Alignment Study* (IRAS) (ARTC, 2010) completed in 2010.

The 2010 IRAS analysed a large number of alternatives within the Far Western Sub-Corridor and identified a detailed alignment that sought to minimise construction and operational costs and maximise the economic benefit—in particular, freight-user benefits flowing from operating cost savings, time savings and improved reliability. This drove identification of key greenfield sections such as Narramine to Narrabri.

Following the completion of the 2010 IRAS, the Australian Government approved an initial \$300m allocation in the 2011–12 Federal Budget forward estimates for Inland Rail pre-construction activities spanning the 2014/15–2018/19 period.

Following the 2013 Federal Election, the incoming government committed to this \$300m funding, in conjunction with announcements regarding the formation of the Inland Rail Implementation Group.

The \$300m funded developmental work on Inland Rail through to 2018/19 established the basis for the development of ARTC Inland Rail in the lead up to project delivery.

In late 2013, then Deputy Prime Minister Warren Truss announced the formation of the Inland Rail Implementation Group (IRIG), chaired by the Hon John Anderson AO, with senior representatives of relevant Australian, Queensland, NSW and Victorian infrastructure departments, and the ARTC CEO. IRIG was tasked with preparing a 10-year delivery strategy and business case for Inland Rail.

During 2014, IRIG worked with a Stakeholder Reference Group comprising key representatives from across the transport and logistics industries to develop the Inland Rail Service Offering.

The Service Offering specified the key outputs Inland Rail would offer to the market: transit time, reliability, pricing and availability. Achieving the Service Offering (in particular transit time and reliability) has been a critical consideration in route selection.

The *Inland Rail Implementation Group Report* (IRIG Report) was delivered to the Australian Government in August 2015. The report recommended that Inland Rail should proceed to implementation over a 10-year delivery period (assuming a 2015 start, this would mean Inland Rail being operational in 2025). The IRIG Report largely adopted the 2010 IRAS-recommended alignment, with certain variations and recommendations for further assessment.

The *ARTC 2015 Inland Rail Program Business Case* (Business Case) was the key supporting document for the IRIG Report. The Business Case demonstrated that Inland Rail could drive a significant shift in rail's share of freight transported and also drive an increase in the total volume of freight moved.

On receiving the IRIG Report, the Australian Government referred the Business Case to Infrastructure Australia for assessment. Following assessment of the Business Case, Infrastructure Australia added Inland Rail to the Australian Infrastructure Priority List as a Priority Project in May 2016.

In the 2016–17 Federal Budget, the Australian Government announced that Inland Rail would be delivered through ARTC in partnership with the private sector, and that it would undertake market testing for private sector involvement in the project.

The Budget allocated an additional \$593.7m as an equity injection to ARTC to progress land acquisition, the continuation of pre-construction and due diligence activities.

The *2006 North South Rail Corridor Study*, 2010 IRAS and IRIG Report were largely desktop studies with consultation focused on government and industry stakeholders. There was limited consultation with other stakeholders including local communities. This was appropriate given the very high-level nature of the decisions being made about route and alignment during this period.

Extensive landowner, community and stakeholder consultation for Inland Rail commenced in early 2016 as a preferred alignment started to become clearer. The focus of consultation during 2016 and 2017 in the greenfield sections was to progress route option comparisons where appropriate and understand relative potential impacts, both on the Inland Rail Service Offering and local landowners and communities. In the brownfield sections the focus was on explaining proposed works and timelines and gaining landowner and community feedback on impacts and designs.

Between January 2016 and December 2018 ARTC increased its program of briefings and information sessions along the alignment. These included meetings with councils, federal and state MPs, community consultation via public meetings and drop-in sessions, and exhibitions at agricultural shows, together with individual meetings with potentially affected landowners.

During this period, ARTC met with landowners potentially or likely to be directly impacted by ARTC Inland Rail on more than 2,500 occasions with 525 separate face-to-face consultations undertaken during the last quarter of 2018.

Between January 2016 and December 2018 ARTC had convened or addressed public meetings and information sessions attended by more than 7,000 people. As at 31 January 2019, ARTC had secured 827 Land Access Agreements at a success rate of 94 per cent. ARTC Inland Rail has engaged with Traditional Owners, Elders and community leaders in Queensland, NSW and Victoria, including in relation to the planned route for greenfield projects. Indigenous groups along the Inland Rail alignment include the Wurundjeri, Taungurung, Yorta, Wiradjuri, Wailwan, Gomeroi, Bigambul, Western Wakka, Yuggera, Ugurapul and Jagera peoples.

3.1.2 2006 North–South Corridor Study

The Minister for Transport and Regional Services, the Hon Warren Truss MP, announced on 17 September 2005 that the *North–South Rail Corridor Study* (the study) (Ernst & Young, et al., 2006) would commence. He noted that the study would define fundamental economic and financial issues associated with the future development of rail freight on the Corridor. The Minister added that the study would examine major issues such as the movement of rail freight through the three major capital cities as well as major terminal and port interface issues. The study was also announced on the DOTARS website.

The study comprehensively examined the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand. The study examined different options for an enhanced, existing coastal route or alternative inland routes. Key issues included infrastructure links, engineering, environmental, urban and regional planning issues. A financial and economic analysis was also undertaken on each of the route options.

The consultation strategy identified the groups listed in Table 3.1.

TABLE 3.1 CONTRIBUTORS TO THE STUDY AREA

Australian and State Government Departments and Other Agencies	
▶ Bureau of Transport and Regional Economics (BTRE)	▶ Department of Transport and Regional Services (DOTAyCth)
▶ CSIRO (Land and Water)	▶ VicRoads
▶ Environmental Protection Agency (QLD)	
▶ Geoscience Australia	
▶ Heritage NSW	
▶ Department of Environment and Heritage (Cth)	
▶ Department of Environment and Heritage (NSW)	
▶ Department of Infrastructure (VIC)	
▶ Department of Lands (NSW) Department of Lands (VIC)	
▶ Department of Local Government (QLD)	
▶ Department of Main Roads (NSW)	
▶ Department of Main Roads (QLD)	
Rail Industry and Potential Rail Providers	
▶ Australian Inland Rail Expressway	▶ Pacific National (PN) (PN Rural and Bulk)
▶ Australian Railroad Group	▶ Patrick Portlink
▶ Australian Transport and Energy Corridor	▶ Queensland Rail (QR) (QR National, QR Access)
▶ Australasian Rail Association Inc (ARA)	▶ RailCorp
▶ Australian Rail Track Corporation (ARTC)	▶ Sadliers
▶ Colin Rees Transport	▶ Silverton
▶ Connex Group Australia	▶ Specialised Container Transport (SCT) Logistics
▶ Great Australian Trunk Rail System	▶ Transport Infrastructure Development Corporation
▶ Lachlan Valley Rail Freight	▶ VicTrack
Freight Forwarders and Other Rail Customers, Current and Potential Major Freight Clients	
▶ Australian Airports Association	▶ P&O
▶ Australian Logistics Council	▶ Patrick Corporation (Autocare, Logistics)
▶ Australian Federation of International Forwarders	▶ Port of Geelong
▶ Brisbane Port Authority	▶ Port of Hastings
▶ FCL K&S Linfox	▶ Port of Melbourne Authority
▶ National Logistics Council	▶ Port Kembla Port Authority
▶ Newcastle Port Authority	▶ Shipping Australia
▶ Amcor Australia	▶ Sydney Port Authority
▶ Post BlueScope Steel	▶ Toll
▶ Coca-Cola Amatil	▶ Fosters Group
▶ Coles Myer	▶ Graincorp
▶ Fisher & Paykel	▶ Incitec Pivot
	▶ Smorgon Steel
	▶ Toyota
	▶ Woolworths
Regional Stakeholders/Local Councils, Area Consultative Committees and Other Interested Parties	
▶ Area Consultative Committees	▶ Councils/local government
▶ Australian Shipowners Association	▶ National Transport Commission
▶ Chambers of Commerce/regional development associations	▶ Unions

The high level of co-operation by industry, including existing and potential rail customers and operators, freight forwarders and port operators, as well as government agencies, has enabled the Corridor Study Team to compile a comprehensive view of industry perspectives backed by relevant data.

The Corridor Study Team also received written and oral advice from several key stakeholder groups, including: Australian Government; state governments; rail industry representatives; freight forwarders and other rail customers (current and potential); potential rail providers; major freight clients; regional stakeholders/ local councils; Area Consultative Committees (ACCs); and other interested parties, and conducted a review and assessment of submissions received from interested parties.

These meetings enabled discussion and validation of data and information elements, assumptions, methodologies adopted for analysing the data and conclusions reached, highlighting of issues and focus points and provision of feedback, comments and information.

In addition to the consultation with government and industry undertaken in the data collection, and to ensure that all interested parties were engaged in a transparent and consistent manner, the Study Team invited written submissions to the Study and an email address was provided to facilitate electronic lodgement of submissions. An important part of the stakeholder consultation process involved the engagement of regional stakeholders and relevant ACCs were specifically invited by DOTARS to provide a submission.

The North–South Rail Corridor Study examined four broad alternatives between Melbourne and Brisbane ranging from a far western sub-corridor via western NSW through to a coastal sub-corridor via Sydney and the North Coast. The study identified that a far western sub-corridor (via Albury and Parkes) would have the lowest capital cost, fastest transit time and the best economic cost–benefit performance.

The Far Western Sub-Corridor identified in the North– South Rail Corridor Study formed the starting point for the IRAS completed in 2010.

3.1.3 2010 Melbourne–Brisbane Inland Rail Alignment Study

On 28 March 2008, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP announced the study as, *'an open, extensive study to determine the economic benefits and likely success of a new multi-billion-dollar standard-gauge inland railway between Melbourne and Brisbane'*. In this announcement, the Minister stated that ARTC was asked to conduct the study, building upon work undertaken earlier in the *North–South Rail Corridor Study* (Ernst & Young, et al., 2006).

The route to be developed would generally follow the far western sub-corridor identified in that study. As well as determining the route alignment, the Minister stated that the ARTC study would provide both the government and private sector with information that will help guide their future investment decisions, including likely demand and an estimated construction cost. The study would provide the government with a basis for evaluating private financing options for part or the entire project. The Minister also requested that the study be customer-focused and consultative, involving discussions with state governments, industry, local government and major rail customers.

The stakeholders consulted by the study team during the *Melbourne–Brisbane Inland Rail Alignment Study* (ARTC, 2010) are identified in Table 3.2.

TABLE 3.2 MELBOURNE–BRISBANE INLAND RAIL ALIGNMENT STUDY STAKEHOLDERS

Rail Customers		Other Stakeholders
▶ Amcor	▶ Northern Energy	▶ Australian Transport and Energy Corridor Ltd (ATEC)
▶ Australia Post	▶ OneSteel	▶ Border Region Organisation of Councils (Moree)
▶ AWB	▶ Pace farm	▶ Brisbane City Council
▶ Bluescope	▶ Pacific National	▶ Davidson Consulting
▶ Coles	▶ Peabody	▶ Farmers organisations
▶ Costa	▶ Port of Brisbane	▶ Great Australian Trunk Rail System (GATR)
▶ CS Energy	▶ QR National	▶ Local councils along the route
▶ Ford	▶ SCT Logistics	▶ Local government associations
▶ GrainCorp	▶ Toll Holdings	▶ Northern Sydney Freight Corridor study team
▶ K&S Freighters	▶ Troncs Transport Solutions	▶ NSW Ministry of Transport
▶ Linfox	▶ Toyota	▶ Queensland Department of Mines and Energy
▶ Moraitis	▶ Visy	▶ Queensland Rail
▶ New Hope	▶ Woolworths	▶ Department of Transport and Main Roads (formerly Queensland Transport)
		▶ Shepparton—Food Bowl Inland Rail Alliance
		▶ Rail Corp
		▶ Rail Infrastructure Corporation
		▶ Victorian Department of Transport
		▶ Warwick–Cunningham Rail Link
		▶ Others who made submissions or written letters

The 2010 IRAS analysed a large number of alternatives within the Far Western Sub-Corridor and identified a detailed alignment that sought to minimise construction and operational costs and maximise the economic benefit—in particular, freight user benefits flowing from operating cost savings, time savings and improved reliability. This drove identification of key greenfield sections such as Narromine to Narrabri.

Analysis indicated there is demand for the railway. An alignment has been developed that can achieve an average Melbourne–Brisbane transit time (terminal-to-terminal) of 20 hours and 30 minutes on a route more than 100 km shorter than the current coastal route on which the transit time, with improvements now under way, will be about 27 hours and 30 minutes. Construction of the railway will result in a freeing of rail capacity through Sydney.

Following the completion of the 2010 IRAS, the Australian Government approved an initial \$300m allocation in the 2011–12 Federal Budget forward estimates for Inland Rail pre-construction activities spanning the 2014/15–2018/19 period.

Following the 2013 federal election, the incoming Government committed to this \$300m funding, in conjunction with announcements regarding the formation of the Inland Rail Implementation Group.

The \$300 million funded developmental work on Inland Rail through to 2018/19, establishing the basis for the development of Inland Rail in the lead up to project delivery.

3.1.4 Inland Rail Implementation Group

In late 2013, then Deputy Prime Minister Warren Truss announced the formation of the Inland Rail Implementation Group (IRIG), chaired by the Hon John Anderson AO, with senior representatives of relevant Australian, Queensland, NSW and Victorian infrastructure departments, and the ARTC CEO IRIG was tasked with preparing a 10-year delivery strategy and business case for Inland Rail.

During 2014, IRIG worked with a Stakeholder Reference Group comprising key representatives from across the transport and logistics industries to develop the Inland Rail Service Offering.

The Service Offering specified the key outputs Inland Rail would offer to the market—transit time, reliability, pricing and availability. Achievement of the Service Offering (in particular transit time and reliability) has been a critical consideration in route selection.

The Inland Rail Implementation Group Report was delivered to the Australian Government in August 2015. The report recommended that Inland Rail should proceed to implementation over a 10-year delivery period (assuming a 2015 start this would mean Inland Rail being operational in 2025) The 2015 IRIG Report largely adopted the 2010 IRAS recommended alignment, with certain variations and recommendations for further assessment.

3.1.5 2015 Inland Rail Program Business Case

The ARTC 2015 *Inland Rail Programme Business Case* (Business Case) (ARTC, 2015a) was the key supporting document for the IRIG Report. The Business Case demonstrated that Inland Rail could drive a significant shift in rail's share of freight transported and also drive an increase in the total volume of freight moved.

Extensive consultation with key market participants and other industry stakeholders has been undertaken to develop the service offering and scope of the Inland Rail Program to ensure the infrastructure meets market needs in terms of service specification and performance.

3.1.5.1 Purpose

The Business Case outlined engagement undertaken to date and describes the communication and stakeholder engagement strategy for Inland Rail, which has played a role in incorporating stakeholder feedback on the service offering that underpins the Inland Rail scope and cost estimates.

Approach

The approach to Inland Rail communication and engagement for the Business Case was based on the following principles:

- ▶ Build awareness, understanding and support for Inland Rail among customers, stakeholders and the community
- ▶ Harness the sense of ownership through advocates of Inland Rail
- ▶ Create an active dialogue with customers, communities and other stakeholders
- ▶ Identify and manage issues and opportunities
- ▶ Actively seek opportunities to create value for money legacy outcomes for stakeholders while not compromising the scope and budget of Inland Rail. For example, identifying opportunities to improve local rail and road interfaces where it benefits Inland Rail and improves community safety and amenity
- ▶ Support through internal communication and engagement, and knowledge transfer in order to maximise the value of the investment.

The approach is based on the foundations of public participation developed by the International Association for Public Participation (IAP2), which is widely considered best practice in Australia and internationally, and which is used as the standard for stakeholder engagement by state governments and the Australian Government. It also draws on the international standard for stakeholder engagement, the Accountability AA1000 Stakeholder Engagement Standard. In particular, the strategy draws on the concepts of materiality in determining when and how to engage.

Other practices, precedents and lessons learnt that have been taken into account in developing the strategy (and broader Inland Rail Program) include:

- ▶ Established engagement practices and precedents from projects including the Southern Sydney Freight Line
- ▶ Recent public and private sector infrastructure projects in Queensland, New South Wales and Victoria including the SEQ Water Grid (Queensland), East–West Link (Victoria) and the Narrabri Gas Project (New South Wales)
- ▶ Emerging international practice from other significant rail projects such as High Speed Two (United Kingdom).

3.1.5.2 Key stakeholders

The following three dimensions shaped the identification of stakeholders and determination of the engagement approach:

- ▶ Influence: people who are or, in the future, may be able to influence the Inland Rail delivery effort, whether their actions are likely to drive or impede performance. These include those with informal influence and those with formal decision-making power.
- ▶ Representation: the people who are, through regulatory structures or culture and tradition, entrusted to represent other individuals, i.e. local community leaders, MPs, councillors or leaders of membership organisations
- ▶ Proximity: those geographically close to the alignment and the diverse group of professional people and employees working within those organisations directly responsible for contributing to the advancement of Inland Rail.

The key stakeholder groups in Table 3.3 were identified as influencing or being affected by Inland Rail.

TABLE 3.3 KEY STAKEHOLDER GROUPS

Government	Business and Industry
▶ The Deputy Prime Minister and Minister for Infrastructure and Regional Development ▶ IRIG ▶ Relevant Australian and State Ministers and MPs (including key parliamentary committees) ▶ Selected local governments, chief executive officers, mayors and councillors ▶ Relevant Australian and state government departments, agencies and their officers ▶ Economic regulatory bodies ▶ Neighbouring and related projects ▶ Emergency services	▶ Customers ▶ Rail companies and their advisors ▶ Freight logistics chief executive officers, executives and their advisors ▶ Multimodal freight terminal operators and proponents ▶ Collaborators ▶ Rail investors and their advisors ▶ Suppliers ▶ Professional services and advisory firms (engineering, financial, environmental, and legal) ▶ Construction, infrastructure and materials supply companies ▶ Real estate and rural real estate agents ▶ Local/regional small to medium businesses and chambers of commerce ▶ Trade Unions ▶ The Rail Bus and Tram Union ▶ The Transport Workers' Union ▶ Industry ▶ Ports ▶ End users ▶ Peak industry groups such as the Australian Rail Association and the Australian Logistics Council
Community	
▶ Local property owners (positively or negatively impacted) ▶ Community groups and individuals (supportive or critical)	
Environment	
▶ Traditional Owners ▶ Peak environmental groups ▶ Local groups, coalitions or individuals ▶ Relevant university academics and researchers	
Media	
▶ Local/regional radio print and television ▶ Metropolitan/national television, radio and print ▶ Online newsletters and blogs including social media ▶ Specialty rail, transport and freight logistics trade media.	

Source: ARTC, 2015a

3.1.5.3 Engagement activities

Inland Rail engagement activities relating to the Project have been undertaken since 2014, increasing significantly since mid-2014 with a range of consultations with all levels of government, peak bodies, potential customers, end users and the logistics industry.

The activities are outlined in Figure 3.1 and include:

- ▶ Meetings in regional areas from June 2014, including Ipswich, Toowoomba, Narrabri, Dubbo, Parkes, Wagga Wagga and Wodonga to brief local government leaders, stakeholders and industry representatives on Inland Rail, and to seek local insight and feedback
- ▶ Industry information sessions were held in Sydney and Brisbane in September 2014 to inform potential suppliers about upcoming opportunities, including how and when they can potentially get involved with Inland Rail. These sessions were attended by more than 400 representatives from Australian and international construction, engineering and rail companies
- ▶ Extensive one-on-one meetings with local government representatives, peak bodies, potential customers and key State and Australian Government agencies
- ▶ The provision of a 1800 Community Information Line to deal with early enquiries from community members and landowners
- ▶ Attendance at industry forums including Heavy Haul (Newcastle); Rail Freight Futures (Melbourne), the Australian Logistics Council Annual Forum (Melbourne), and Murray Now (Albury)
- ▶ Inviting key local governments and businesses to contribute their views in terms of the potential benefits of Inland Rail through a submission process which was complementary to but separate from the Program Business Case.

Public submissions to the Inland Rail Infrastructure Group, which can be viewed at: infrastructure.gov.au/rail/inland/submissions.

The most important consultation was with industry, customers and end users, which led to the development of the Inland Rail service offering. This consultation included an industry survey, extensive one-on-one interviews with current customers of the national rail freight network and debate at two forums of a Key Stakeholder Reference Group, convened by Department of Infrastructure, Transport, Regional Development and Communications (formerly Department of Infrastructure and Regional Development). Stakeholders demonstrated keen interest in the Project and made clear supportive statements.

The key stakeholder reference group comprised:

- | | |
|---|--|
| ▶ Agforce Queensland | ▶ NRMA |
| ▶ Aurizon | ▶ New South Wales Farmers |
| ▶ Australasian Railway Association | ▶ Asciano Pacific National |
| ▶ Australian Food and Grocery Council | ▶ Port of Brisbane Pty Ltd |
| ▶ Australian Logistics Council | ▶ Queensland Resources Council: New Hope Group |
| ▶ Australian Trucking Association | ▶ Queensland Resources Council: Stanmore Coal |
| ▶ Bluescope Steel | ▶ Cube Holdings |
| ▶ CEVA Logistics | ▶ SCT Logistics |
| ▶ Coles DB Schenker | ▶ Toll Intermodal |
| ▶ Genesee and Wyoming Australia Pty Ltd | ▶ Victorian Transport Association |
| ▶ GrainCorp | ▶ Woolworths Limited |
| ▶ Melbourne Brisbane Inland Rail Alliance | ▶ Yancoal |
| ▶ National Farmers Federation | |

3.1.5.4 Key findings

Engagement activities undertaken during the Business Case indicated sustained positive interest in Inland Rail from all key stakeholder groups. Customers have described Inland Rail as:

- ▶ A vital piece of infrastructure that will reduce freight transit times and reduce congestion
- ▶ The best response to the freight challenge
- ▶ Essential infrastructure.

A spokesperson for Woolworths Ltd (2014) stated:

'An inland rail corridor linking Victoria and New South Wales with Queensland has the potential to be Australia's most important piece of logistics infrastructure. Unencumbered by constraints of the existing coastal route, Inland Rail will promote economic benefits through the efficient movement of both manufactured and fresh products between some of Australia's largest domestic markets. The safety and environmental upside of an Inland Rail link will also be significant.'

Local governments and regional businesses have talked about the strong regional development potential and enhanced connectivity that Inland Rail will bring. Farming and mining exporters have commented that Inland Rail will create competition in the logistics supply chain, driving down costs and making them more competitive in world markets. Motoring organisations and councils have identified the potential to reduce the burden on regional road networks and improve road safety outcomes.

Overwhelmingly, stakeholder sentiment toward Inland Rail is strongly supportive and positive, providing confidence that Inland Rail will be able to win and maintain its social licence.

Greater detail regarding the themes and outcomes of specific consultation activities is outlined in Figure 3.1.

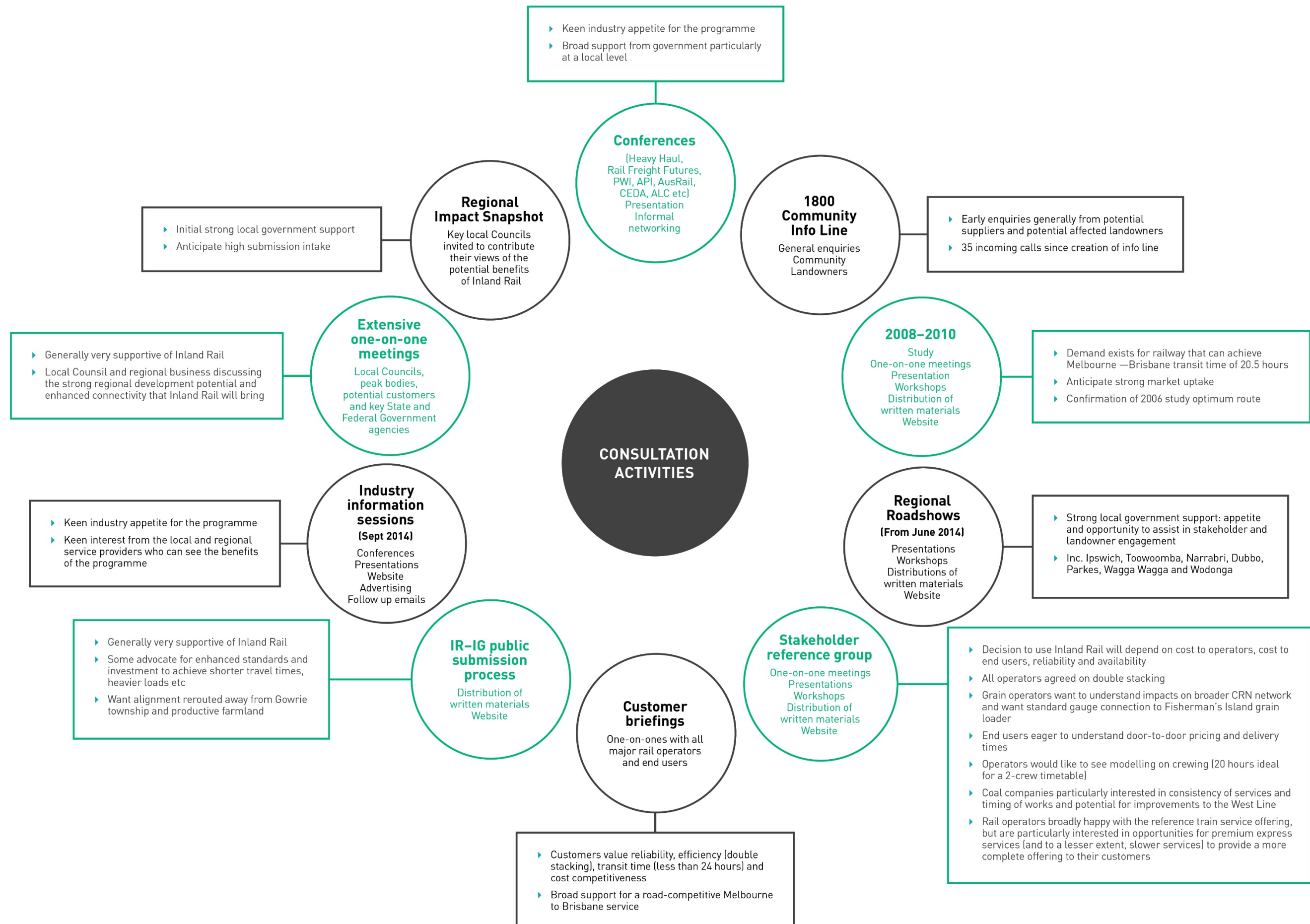


FIGURE 3.1 INLAND RAIL BUSINESS CASE CONSULTATION ACTIVITIES

3.1.5.5 Summary

Effective communication and stakeholder engagement are critical to the successful delivery of Inland Rail.

The most important consultation to date has been with industry, customers and end users that led to the development of the Inland Rail service offering. Key stakeholder groups have shown sustained positive interest in Inland Rail, acknowledging it as a vital piece of infrastructure to reduce freight transit times and congestion, and create competition in the logistics supply chain.

The Inland Rail communication and stakeholder engagement strategy has been used as the basis and continuously refined throughout the B2G reference design stage.

3.1.6 The Case for Inland Rail

ARTC Inland Rail will provide freight customers on the east coast with competitive pricing, 98 per cent reliability, a transit time from Melbourne to Brisbane of less than 24 hours, flexibility for faster and slower services, and freight that is available when the market wants. This service offering is central to Inland Rail and reflects the priorities of freight customers for a road-competitive service based on reliability, transit time, price and availability. This service offering was developed in close consultation with customers, rail users and other key stakeholders.

The industry and freight customers have been consistent in expressing their priorities throughout this process and these priorities remain at the core of the service offering. They highlight the need for flexibility, interoperability, the importance of terminals and clearly stating the target for reliability. This feedback is reflected in the service offering, with a clear potential for faster and slower services to meet customer needs (while preserving the core offering of a 24-hour transit time from Melbourne to Brisbane); a clearly specified reliability target of 98 per cent; and clarity around the commitment to interoperability with connections to the NSW Country Rail Network and Queensland narrow- gauge network. While the service offering is specific to the rail network, terminals are a critical element and ARTC will continue to work with terminal operators and proponents as the ARTC Inland Rail Program progresses.

3.1.7 Alignment planning to support business

During alignment concept planning, the Australian Government engaged with the supply chain and established the need for Inland Rail as alternative freight transport for the distribution of goods from Melbourne to Brisbane.

Operation of freight networks comprise transport systems and intermodal terminals. To facilitate the operation of the B2G alignment as part of the Inland Rail program, ARTC consulted with stakeholders in relation to the operation of existing and planned future intermodal terminals. These included:

- ▶ Toowoomba Wellcamp Airport
- ▶ Queensland Rail in relation to the operation of the Acacia Ridge rail facility
- ▶ SCT Logistics in relation to operation of the Bromelton freight terminal
- ▶ TMR, councils and developers in relation to future planning proposals.

4. EIS and reference design stakeholder engagement

The broad community engagement process for the Project has been ongoing since 2016; however, consultation for the development of the EIS and Project reference design started in late 2017 and has been aligned to coincide with EIS milestones as detailed in Table 4.1.

TABLE 4.1 CONSULTATION STAGES TO SUPPORT B2G EIS AND REFERENCE DESIGN DEVELOPMENT

Stage/ timing	Detail	Regulatory requirements	Engagement activities	Key issues	EIS response
Stage 1 September 2017– May 2018	▶ Early investigations and priority package ▶ Announcement of preferred route/study area ▶ Land access and field investigations ▶ Condamine floodplain flood model and crossing design development	▶ Nil	▶ Stakeholder identification ▶ Conduct preliminary scoping of potential issues ▶ Review of Project information ▶ Prepare and distribute information materials ▶ Community information sessions ▶ Establish Community Consultative Committees (CCCs) and hold meetings ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner ▶ Analyse stakeholder comments to inform EIS and design development ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner	▶ Project update ▶ Data gathering for hydrology and flooding technical assessment ▶ EIS fieldwork	▶ Data input for EIS technical assessments
Stage 2 May–June 2018	▶ EIS commencement and draft ToR	▶ Consultation plan	▶ Prepare consultation plan ▶ Prepare and distribute information materials ▶ Government agency and council meetings ▶ Community information sessions ▶ CCC meetings ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner	▶ Submissions received by OCG on the draft EIS ToR	▶ Submissions addressed and final EIS ToR issued by OCG 16 November 2018

Stage/ timing	Detail	Regulatory requirements	Engagement activities	Key issues	EIS response
Stage 3 May 2018– September 2020	▶ EIS and reference design development ▶ Condamine Floodplain crossing development ▶ Project reference design development ▶ Release of focused area of investigation ▶ Road/rail interface development ▶ Release of Project reference design	▶ Public consultation report for EIS	▶ Community information sessions and pop-up consultation stands ▶ CCC meetings ▶ Landowner meetings ▶ Utilities meetings ▶ Government and agency briefings ▶ SIA engagement ▶ Distribution of Project information materials (fact sheets and information packs) ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner ▶ Analyse stakeholder comments to inform EIS and design development ▶ Social impact assessment consultation activities ▶ Noise engagement ▶ Landowner water asset engagement	▶ Submissions received by OCG on the draft EIS ToR	▶ Appendix L: Hydrology and Flooding Technical Report ▶ B2G reference design ▶ Focused area of investigation ▶ Chapter 7: Land Use and Tenure ▶ Appendix T: Traffic impact assessment ▶ Land Acquisition ▶ EIS construction and permanent Project footprint ▶ Chapter 14: Noise and Vibration ▶ Chapter 12: Surface Water and Hydrology ▶ Chapter 13: Groundwater
Stage 4 To be determined in consultation with OCG and feedback from government agencies	▶ Release of the draft EIS for public notification	▶ Community feedback report	▶ Promote public exhibition period including public displays and community information sessions ▶ Community information sessions and pop-up consultation stands ▶ CCC meetings ▶ Coordinate and manage public submissions ▶ Analyse public submissions and draft responses ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner	▶ To be determined	▶ To be determined
Stage 5 To be determined in consultation with OCG and feedback from government agencies	▶ OCG evaluation and EIS finalisation	▶ Community feedback report ▶ Supplementary reporting to EIS (if required)	▶ Close out activities ▶ CCC meetings ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner ▶ Other activities to support evaluation of the EIS by the OCG and government agencies	▶ To be determined	▶ To be determined

A detailed review of focused engagement undertaken for technical activities is included in Section 4.1. Sections 5.2 and 5.3 of this report provides details of engagement activities and communication tools implemented across all stages.

4.1 Focused engagement for technical studies and assessments

The Project, due to its extensive Project area, has necessitated the investigation of numerous engineering, planning and environmental technical aspects in the EIS. There has been varied and direct consultation with a cross-section of stakeholders throughout the preparation of the EIS to inform and target the technical investigations and assessments. The focused engagement activities carried out to inform the technical studies and assessments included:

- ▶ Condamine floodplain crossing
- ▶ Macintyre flood model development
- ▶ Draft ToR consultation
- ▶ Alignment development—landowner consultation
- ▶ Road/rail interface
- ▶ Social impact assessment (SIA) engagement
- ▶ Indigenous cultural heritage consultation
- ▶ Noise impact assessment
- ▶ State Forest revocation consultation
- ▶ Utilities/engineering interface consultation.

4.1.1 Condamine floodplain crossing

In late October 2017, as a result of community and stakeholder feedback received at the community meetings and via other feedback channels, the Australian Government and ARTC committed to prioritising the assessment of engineering and technical options for crossing the Condamine floodplain within the study area.

ARTC Inland Rail commenced a comprehensive engagement program to inform the development of the Condamine River floodplain flood model and crossing solution. This engagement was undertaken in stages from April 2018 to October 2019. A summary of the engagement is shown in Table 4.2, but has also been captured in other sections of this technical report.

TABLE 4.2: CONDAMINE FLOODPLAIN CROSSING FOCUSED ENGAGEMENT

Timing	Focus	Engagement summary	Issues raised
April–May 2018	▶ The flooding and hydrology team held meetings with landowners on floodplain to gather first-hand knowledge of flood behaviour ▶ Broad community consultation on methodology for developing solution	▶ 17 landowner meetings ▶ 48 attendees at community consultative committee meetings (members and observers) ▶ 65 attendees at community information sessions	▶ Concerns about concept design ▶ Historic flood events ▶ Importance of considering local knowledge ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
June–Aug 2018	▶ Flood model calibration and validation against 2010 and 1991 events ▶ Surveyed historic flood markers on private properties to calibrate the flood model ▶ The flooding and hydrology team held meetings with landowners to validate flood model. This process included reviewing more than 400 photos and videos of historic flood events.	▶ 39 historic flood markers surveyed ▶ 15 landowner meetings ▶ 58 attendees at community consultative committee meetings (members and observers) ▶ 20 attendees at community information sessions	▶ Concerns about concept design ▶ Historic flood events ▶ Importance of considering local knowledge ▶ Concerns about impacts to properties that may occur as a result of increased flood levels

Timing	Focus	Engagement summary	Issues raised
Oct–Nov 2018	▶ The flooding and hydrology team held meetings with landowners whose properties were predicted to experience changed flood behaviour with preliminary solution ▶ Broad community consultation on preliminary solution	▶ 22 landowner meetings ▶ 41 attendees at community information sessions ▶ 29 attendees at community consultative committee meetings (members and observers)	▶ Concerns about accuracy of flood model and preliminary design solution ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
Dec 2018–Aug 2019	▶ Team surveyed additional flood markers and calibrated model against 2013 event ▶ Ongoing consultation with landowners and independent hydrologists to update flood model	▶ 11 historic flood markers surveyed ▶ 5 properties surveyed for finished flood heights	▶ Concerns about accuracy of flood model and preliminary design solution ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
Sept–Oct 2019	▶ The flooding and hydrology team held meetings with landowners whose properties were predicted to experience changed flood behaviour with proposed solution ▶ Broad community consultation on proposed solution	▶ 8 landowner meetings ▶ 1 property surveyed for finished floor heights ▶ 52 attendees at community information sessions ▶ 23 attendees at community consultative committee meetings (members and observers)	▶ Concerns about accuracy of flood model and proposed design solution ▶ Concerns about impacts to properties that may occur as a result of increased flood levels

4.1.2 Macintyre flood model development

Flooding impacts continue to be a significant community concern; in particular, the crossing of the Macintyre floodplain. ARTC Inland Rail has completed extensive consultation relating to the Macintyre flood model development, which has included the following consultation objectives:

- ▶ Seek feedback and inputs on the Macintyre floodplain hydrology model from key stakeholders
- ▶ Verify the calibration against historic flood events reflected all available information including community inputs
- ▶ Seek endorsement that the hydrology model was suitable to use as a design tool for the alignment
- ▶ Present Inland Rail's proposed mitigation measures to directly affected landowners prior to EIS submission
- ▶ Proactively seek feedback from directly affected landowners to incorporate into the EIS
- ▶ Continue to provide the community with additional information in relation to Inland Rail's flood immunity criteria for designing the crossing solution as the design progresses
- ▶ Build confidence in the feasibility design of the alignment.

Community consultation was undertaken at key milestones of the study in alignment with Inland Rail's flood study engagement. This has included:

- ▶ Data collection
- ▶ Feedback on hydrologic and hydraulic modelling calibration results
- ▶ Periodic updates to the community via e-newsletters and community sessions
- ▶ Updates on flood modelling progress at Community Consultative Committee (CCC) meetings
- ▶ Phone calls and emails to key individual landowners
- ▶ Feedback on design flood modelling results—community feedback on preliminary design solutions have been used to make a number of design modifications
- ▶ One-on-one consultation with landowners affected by changes in flooding behaviour—this information has been considered as part of the EIS process.

Throughout the development of, and consultation around, the Macintyre floodplain model and design development, various engagement tools were used to disseminate information. These tools included:

- ▶ Presentations at CCC meetings
- ▶ Presentations to Goondiwindi, Gwydir and Moree Shire Councils
- ▶ Presentations to Toomelah Local Aboriginal Land Council
- ▶ One-on-one meetings with directly affected landowners and interested community members
- ▶ Five technical flood model workshops involving:
 - ▶ Office of Environment and Heritage (OEH)
 - ▶ Goondiwindi and Moree Plains councils
 - ▶ Local flood specialists (community recommended)
 - ▶ Directly affected landowners and interested community members.
- ▶ Community drop in sessions in North Star, Toomelah, Boggabilla and Goondiwindi
- ▶ Social PinPoint
- ▶ E-newsletter.

Information collected during the consultation sessions was used to inform the hydrologic model and development of the hydraulic models and provide verification of the performance of each model.

In addition to the community information and engagement sessions, input was sought from key landowners during the flood model calibration process on a one-to-one basis in relation to historical flood events. A number of site meetings were conducted with landowners within major floodplains upstream and downstream of the proposed rail crossing to gather further anecdotal flood data, which was used to improve the modelling validation process.

One-on-one meetings have been held with a number of landowners to discuss the impacts on the flooding regime associated with the proposed rail line. The one-on-one landowner meetings were used to discuss:

- ▶ Existing 1% AEP flood depths
- ▶ Predicted 1% AEP changes in peak water levels
- ▶ Change in time of inundation
- ▶ Change in velocity
- ▶ Potential impacts to houses and other infrastructure
- ▶ Potential mitigation options, including raising floor levels, bunding/levee banks and/or acquisition.

Stakeholder engagement meetings that were conducted to discuss potential flood impacts on State- and council-controlled assets include meetings with the Transport for New South Wales (TfNSW), Moree Plains Shire Council (MPSC), Gwydir Shire Council (GSC), Goondiwindi Regional Council (GRC), Murray-Darling Basin Authority (MDBA) and the Office of Environment and Heritage (OEH).

Issues raised by key stakeholders include:

- ▶ Existing landform (levee banks) not reflected in model
- ▶ Concerns around the OEH model being used to develop the Macintyre flood model
- ▶ The reference design will change water flow paths and velocities
- ▶ The reference design will cause afflux in Goondiwindi
- ▶ The reference design will cause afflux in Toomelah
- ▶ Too much risk associated with proposed alignment
- ▶ Inland Rail have not consulted with local flood specialists during phase 1
- ▶ Structures proposed near Whalan Creek do not provide sufficient permeation to allow for peak water flood levels to flow down Whalan Creek
- ▶ Water will be forced into the Macintyre River causing flooding in Goondiwindi
- ▶ The weightings allowed for flooding in the MCA were inadequate.

In response to these concerns, Inland Rail agreed to facilitate a number of technical flood model workshops and to engage recommended local flood specialists. The workshops and local flood specialists were used to further verify the calibration of the flood model against historic events and to seek endorsement that the flood model is a suitable design tool.

To date, Inland Rail has hosted five technical flood workshops: two in April 2019, one in June 2019, one in November 2019 and one in February 2020. During the first technical workshops held in April 2019, it was identified that the existing landform used to develop the reference design, in particular the levee bank heights along the Macintyre floodplain, did not reflect the current landform of the floodplain. It was agreed however, once the landform data had been updated, that the Macintyre flood model was a suitable design tool.

During the June 2019 technical workshop, Inland Rail invited representatives from the three local councils, local flood specialists and the OEH to further verify the calibrations of the flood model. It was acknowledged at this workshop that the developed flood model (including updated LiDAR data) is a suitable design tool for the Project; however, Inland Rail needs to build more confidence in the reference design.



Photo of the technical flood model workshop, June 2019.

At the November 2019 workshop, ARTC Inland Rail presented the extended Macintyre flood model to participants seeking feedback on the size of the extension and to further verify the calibration of the flood model against historic flood events. It was agreed the model extension was sufficient and successfully reflected the historic flood events. In addition to presenting this information, Inland Rail presented extracted cross-sectional flow data information from the 1976 flood event and completed a number of hypothetical 1976 flood event scenarios to further test and validate the Macintyre flood model. This information was provided to the participants seeking their feedback and input.

In February 2020, Inland Rail held the fifth flood workshop. At this workshop, Inland Rail presented the findings of the updated LiDAR surveys and the impact this has on both alignment options, the proposed alignment and option A. The cost comparison between the two alignment options was presented to the community at this workshop, where additional comments and feedback were received. During this workshop, it was also demonstrated that there is no risk to public safety associated with the proposed alignment, it was cheaper to construct, meets the requirements of the Inland Rail service offering and business case, and has been developed in accordance with Inland Rail's flood immunity criteria and flooding parameters. ARTC Inland Rail acknowledged that members of the community were not supportive of the alignment decision and still preferred option A for the proposed crossing location.

Table 4.3 represents the mitigation activities Inland Rail have completed in response to issues relating to crossing the Macintyre, raised by identified key stakeholders.

TABLE 4.3 MACINTYRE FLOOD MODEL DEVELOPMENT CONSULTATION

Timing and activity	Topics discussed	Issues raised/ feedback received	ARTC response /where addressed within EIS
Phase 1	Alignment selection—Macintyre crossing location	- Community not consulted during crossing selection - Concerns around flooding and crossing location - Too much risk associated with crossing location - Alignment should follow the existing Boggabilla track	- Inland Rail completed 6 face to face meetings, 3 community drop-in sessions, Toomelah Local Aboriginal Land Council meeting and 3 council meetings, during phase 1 - These campaigns involved seeking information from the community to confirm the modelling findings - Multi-criteria analysis (MCA) phase 1 route alignment strategy made publicly available on Inland Rail NS2B website - D1 was selected through the Inland Rail MCA process - Option A was recognised as the preferred community alignment within the MCA - Inland Rail are guided by the same flood immunity criteria regardless of which route is selected - Inland Rail implemented an education campaign to help the community better understand the flood immunity criteria.
EIS Scoping	Preliminary Macintyre floodplain crossing design	- Community not consulted during crossing selection - Concerns around flooding and crossing location - Too much risk associated with crossing location - Alignment should follow the existing Boggabilla track - Concerns around the OEH's model and data used to develop the NS2B project flood model. - Impacts of flooding as a result of levee bank heights in the area - Impacts of proposal on waterflow paths, velocities and afflux levels. - Impacts to farming operation due to flooding - Impact of proposal on in-flows to irrigators.	- Inland Rail completed 7 face to face meetings, 3 CCC meetings, 3 council presentations, 6 community drop ins meetings and Toomelah Local Aboriginal Land Council meeting during the preliminary Macintyre crossing design phase - Technical flood workshops engaging three recommended local flood specialists - Feedback received from technical flood workshop was incorporated into the flood model and preliminary design April–June 2019 - Inland Rail run specialised engagement campaigns about the hydrology modelling - Inland Rail will continue to work with landowners concerned with hydrology throughout the detail design, construction and operational phases of the Project - Inland Rail will continue to work with directly impacted landowners affected by the alignment throughout the detail design, construction and operational phases of the project - Education program on flood immunity design criteria that has been used to develop the feasibility design - MCA phase 2 route alignment strategy made publicly available on the Inland Rail NS2B website - Monthly e-newsletters implemented to further disseminate information around the MCA process and review, flood modelling updates, technical documents available on the Inland Rail NS2B website.
Reference Design	Macintyre floodplain crossing solution	- Raised concerns around the economic impact between option A and D1 - Economic opportunities lost due to Option D1 alignment - Perceived flood impacts	- Inland Rail completed 7 face-to-face meetings and design correspondence, Toomelah LALC meeting and 3 council presentations, 2 CCC meetings, 2 community information sessions. 1 technical workshop to present findings of additional investigations and to close out the alignment selection - Monthly e-newsletters implemented to further disseminate information around the MCA process and review, flood modelling updates, technical documents available on the Inland Rail NS2B website - Hydrology and flooding for the Macintyre River catchment is assessed in Appendix Q of the Inland Rail Border to Gowrie EIS.

Inland Rail has consulted with the local community; captured and incorporated community feedback; provided more information when requested; completed a series of drop-in sessions; technical working group sessions; implemented e-newsletters to assist with flood information distribution; uploaded information onto the Inland Rail NS2B website; presented at local council and CCC meetings; uploaded the focused area of investigation onto the NS2B interactive map and continued to respond to 1800 calls and community emails as required. ARTC has extended the Macintyre flood model to incorporate Goondiwindi, updated the LiDAR data and completed 1976 flood event hypothetical scenarios at the requests of the community, to further test and validate the Macintyre flood model.

In summary, Inland Rail have completed a comprehensive consultation package to the community, providing the community with more information and certainty around the flood model and Macintyre floodplain crossing solution. Inland Rail have clearly demonstrated how the flood model has been developed, verified and calibrated against historic events, how community feedback has been incorporated to further enhance the Macintyre floodplain model and reference design, and have successfully demonstrated there is no risk to public safety with the proposed alignment. Inland Rail have clearly explained how the reference design has been developed in accordance with ARTC's Inland Rail's flood immunity criteria and flooding parameters.

Inland Rail will:

- ▶ Continue to work with landowners concerned with hydrology throughout the detail design, construction and operational phases of the Project
- ▶ Continue to work with directly impacted landowners affected by the alignment throughout the detail design, construction and operational phases of the Project
- ▶ Continue to work with local council, OEH and local flood specialists throughout the detail design, construction and operational phases of the Project
- ▶ Build confidence in the Macintyre flood model and reference design.

4.1.3 Public display of draft ToR

During May and June 2018, ARTC supported the statutory consultation process for the public display of the draft ToR.

This was achieved through the implementation of the following engagement activities and communication tools:

- ▶ Two State government agency briefings (Brisbane and Toowoomba)
- ▶ A combined meeting of the Southern Darling Downs (SDD) and the Inner Darling Downs (IDD) CCCs to advise of the EIS process and how to make comment on the draft ToR
- ▶ Letters to approximately 1,300 landowners in the study area¹ advising of the draft ToR consultation and inviting them to attend information sessions
- ▶ Two e-blasts advising of the release of the draft ToR and community information sessions
- ▶ Seven community information sessions to ensure the community was aware of the EIS process and how to make comment on the draft ToR.

For more details, refer to Section 4.

4.1.4 Alignment development—landowner consultation

Since September 2017, ARTC Inland Rail has led ongoing direct communication and engagement with landowners in the Project study area, including landowners whose properties are predicted to be directly impacted by the Project.

Engagement and communication with landowners included:

- ▶ Written correspondence providing a Project introduction and announcement of the route selected by the Australian Government
- ▶ Written correspondence requesting access to land for B2G environmental and technical investigations
- ▶ Workshops and landowner meetings to inform the alignment development
- ▶ Invitations to attend community engagement activities (community information sessions, community consultative committee meetings, pop-up consultation stands)
- ▶ Discussions around the alignment development (focused area of investigation) and gathering feedback on land use and property access to inform the design
- ▶ Discussions and gathering feedback on local road usage to inform public road crossing design
- ▶ Notification of the outcomes of hydrology investigations and flood mapping
- ▶ Notification of the Project reference design (proposed rail alignment, Project footprint, crossing loops and road/rail interfaces) and associated environmental impacts, and Project timeframes.

1. The study area for the Project is 2-km wide. It was announced by the Australian Government on 21 September 2017 as the preferred study area to progress to detail design and move into the formal planning and approvals process.

All 220 private landowners whose properties have been identified as being directly impacted by the Project (either temporarily during construction or permanently) have been kept up-to-date on the development of the Project, offered meetings and encouraged to provide feedback.

Consultation has been about technical studies and the design development, including information, where relevant, on proposed public road crossing treatments, construction and operational infrastructure, flood modelling and proposed drainage treatments. Section 6 includes a summary of issues raised by landowners to date.

ARTC Inland Rail will continue to consult with landowners during future stages of the Project to ensure they are fully informed of the design process and the proposed mitigation measures specific to their respective properties.

4.1.5 Noise Impact Assessment

From September 2019 to February 2020, ARTC delivered a noise consultation campaign for the Project. A wide variety of communication tools were used to engage with stakeholders and a summary of these tools is in Table 4.4. This summary is split into engagement regarding the noise methodology, and engagement regarding potential noise impacts.

TABLE 4.4 NOISE IMPACT ASSESSMENT SUMMARY OF COMMUNICATION TOOLS

Tool/Activity	Purpose	Number
Noise methodology engagement		
CCC meeting	To discuss: Noise assessment update.	- Inner Darling Downs 17/09/19—15 attendees; 85 observers - Southern Darling Downs 19/09/19—11 attendees; 12 observers.
Community information sessions	To advise the community about: Noise assessment update. A number of landowners who attended the community information sessions were informed about the potential noise impacts at their property.	9 sessions in October 2019 (193 attendees)
Meetings/forums	ARTC met with government agencies to discuss the Project, including noise modelling process with: - Toowoomba Regional Council - Goondiwindi Regional Council - Department of Transport and Main Roads - Department of Infrastructure, Transport, Cities and Regional Development - Department of Agriculture and Fisheries - Department of Education - Department of Natural Resources and Mines - Department of State Development, Manufacturing, Infrastructure and Planning - Office of the Coordinator-General.	3 days of forums - Elected reps emails—6 - Elected reps meetings (Former Federal Member Dr John McVeigh, Pat Weir)—2 - TRC noise meeting on 13 March 2020
Potential Noise impacts engagement		
Newspaper advertisements	To advertise the IDD CCC and SDD CCC meetings	<i>Toowoomba Chronicle</i>, <i>Pittsworth Sentinel</i>, <i>Goondiwindi Argus</i>, <i>Macintyre Gazette</i> (November and December 19)
Landowner calls and meetings	To advise landowners potentially impacted by operational noise exceedances of noise modelling process, potential noise exceedance at the property, mitigation process, and next steps. A meeting was also offered.	84 phone calls 5 meetings
Landowner letters	To advise landowners of noise modelling process, potential noise exceedance at the property, offer of a meeting and next steps.	89 landowners

Tool/Activity	Purpose	Number
Noise and vibration fact sheet	To provide information about how Inland Rail manages noise and vibration, including: ▶ How we assess and manage operational rail noise ▶ Inland Rail Noise and Vibration Strategy ▶ Noise modelling process ▶ Rail Noise Abatement Program ▶ Noise and vibration during construction	▶ One factsheet distributed with the landowner letters (89, January 2020)
E-news	To provide updates to the community about the Project, including a noise update that advised of potential noise exceedances across the Project area and next steps.	24 January ▶ 1860 recipients ▶ 818 opens ▶ 101 click throughs
CCC meeting	To discuss: ▶ Project update, including noise ▶ Community update ▶ Technical presentations ▶ General business	▶ Inner Darling Downs 5/12/19—10 attendees; 12 observers ▶ Southern Darling Downs 11/12/19—11 attendees; 11 observers

Issue Raised	EIS Response
Key Themes	
▶ Social impacts, including liveability, property values and lifestyle	▶ Addressed in sections 7.1.4 and 7.1.5 of Appendix U Social Impact Assessment Report
▶ Types of mitigation measures and when more detail will be made available	▶ Refer Chapter 22: Outline EMP, Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report, Appendix T Operational Railway Noise and Vibration Technical Report.
▶ Route selection and proximity to sensitive receptors	▶ Passing loops alignments removed from sensitive receptors where practically possible ▶ B2G alignment is located within existing rail corridors, collocated with existing transport infrastructure and diverted around towns where practically possible.
▶ Approvals process and next steps	▶ The outcomes of the noise modelling based on the reference design for construction and road and railway operations of the EIS will inform the Coordinator-General's report for the Project ▶ Refinement of the alignment during detail design and further consultation with the community and government stakeholders will inform implementation of the final noise attenuation measures.
▶ Property impacts, compensation and acquisition process, particularly where rail infrastructure does not directly impact the property	▶ Uncertainties about acquisition and compensation addressed in section addressed in Section 7.1.2 of Appendix U: Social Impact Assessment Report.

4.1.6 Bringalily and Whetstone State Forest Revocation Consultation

Table 4.5 outlines the consultation completed to date in relation to the B2G proposal to traverse Bringalily and Whetstone State Forests. The issues identified by stakeholders during early engagement have been an input into the reference design.

TABLE 4.5 CONSULTATION WITH STATE AND LOCAL GOVERNMENT

Date	Purpose	Issues/ Response
12 September 2018 Goondiwindi Regional Council (Councillors) (Meeting)	▶ ARTC presentation of alignment options assessment	▶ GRC provided 'in principle' agreement to preferred alignment
10 December 2018 Department of Environment and Science—Toowoomba Office (Meeting)	▶ ARTC presentation of draft rail alignment ▶ QPWS requirements for state forest revocation	▶ State forest revocation process ▶ DES requirements for state forest revocation ▶ State forest attributes ▶ Biosecurity
11 December 2018 Goondiwindi Regional Council—Natural Resources Manager (Meeting)	▶ Council biosecurity requirements	▶ Location of the dog check fence ▶ Council's role in maintaining the dog check fence
17 January 2019 Regional Director and Forest Ranger in Charge (Inglewood)—Department of Agriculture and Fisheries (Forestry) (Meeting)	▶ ARTC presentation of draft rail alignment ▶ QPWS requirements for state forest revocation	▶ ARTC provided DAF (Forestry) with draft reference design seeking early input ▶ DAF (Forestry) provided details to ARTC for B2G reference design: 1. Forestry operations 2. Access roads (forestry tracks and gazetted roads) 3. Timber salvage 4. Local timber mills 5. Fire management 6. Public access by recreation users 7. Subleases 8. Dog check fence.
5 February 2019 Department of Agriculture and Fisheries Forestry Operations—Inglewood (Meeting)	▶ Meeting to discuss on ground solutions for Forestry haul routes and potential interfaces with the proposed rail alignment	▶ Reference design amendments incorporated to address initial input from DAF (Forestry) ▶ Reference design provided to DAF (Forestry) to assist with planning for timber salvage prior to construction
5 February 2019 Goondiwindi Regional Council—Natural Resources Manager (Meeting)	▶ Maintaining the integrity of the dog check fence during construction of the Project	▶ Acknowledgement of dog check fence requirements in the draft B2G EIS ▶ ARTC to discuss fencing specifications with GRC during detail design ▶ Amendments to dog check fence to be included in B2G early works
18 February 2019 Department of Environment and Science—Brisbane Office (Meeting)	▶ ARTC advised DES preferred alignment for the B2G reference design traverses part Bringalily State Forest	▶ Revocation of QPWS Managed Areas Operational Policy ▶ Revocation process ▶ Lessees
6 September 2019 Department of Environment and Science—Brisbane Office Office of the Coordinator-General (Meeting)	▶ ARTC provided an outline of actions completed to date and tabled a copy of the draft submission ▶ Discussion of proposed revocation approach and submission information ▶ Alignment with EIS process	▶ Inclusion of a description of the state forest revocation process in the B2G EIS ▶ DES to confirm state forest revocation in correspondence to ARTC
11 September 2019 Queensland Parks and Wildlife Service and Partnerships (Park Services) (Correspondence)	▶ DES correspondence dated 11 September 2019 outlining state forest revocation requirements	▶ DES outline application requirements for proposed Bringalily State Forest revocation and request for ARTC submission by 13 December 2019
9 October 2019 Brisbane B2G EIS Forum (Meeting)	▶ ARTC presented timing of the state forest revocation process and matters to be included in the draft B2G EIS	▶ Documentation of state forest revocation requirements in the draft B2G EIS

Six leaseholders were contacted in late 2018 and 2019 seeking their input into the reference design. The private lessees did not raise issues or concerns with the proposal to traverse state forest. One private leaseholder raised preference for the proposed alignment to traverse State forest rather than their freehold land.

ARTC also consulted the Queensland Beekeepers' Association (QBA) on 14 February 2020. The QBA advised that based on the current reference design relocation of 1–2 hives would potentially be impacted; however, did not raise any opposition to the proposal.

Presentations on the reference design alignment were also delivered to representatives of the Bigambul Native Title Aboriginal Corporation (BNTAC) and the Aboriginal Endorsed Parties in January, February and March 2020. No specific issues or objections were raised about the proposal to traverse Bringalily and Whetstone State forests.

Representatives of BNTAC completed their cultural heritage survey of the section of the project footprint traversing Whetstone State Forest on 20–21 October 2020 with their archaeologist in attendance. The results of the survey will be documented in the cultural heritage assessment to be submitted to DES to support revocation of Whetstone state forest revocation. No issues/concerns were raised by the BNTAC or their archaeologist on site during the cultural heritage survey. Refer Chapter 17, section 17.5.

ARTC has engaged and is working through the schedule for the cultural heritage survey and assessment of Bringalily state forest with the Endorsed Party's archaeologist based on availability considering the reduced NSW/Qld border restrictions now in place.

4.1.7 Utilities/engineering infrastructure consultation

Utilities and engineering infrastructure owners whose infrastructure would be impacted/require augmentation/realignment as a result of the B2G Project have been consulted through regular meetings and workshops. Consultation with utilities and engineering infrastructure asset owners is ongoing. The key issues identified in consultation with asset owners and the action taken to address these are summarised in Table 4.6.

TABLE 4.6 SUMMARY OF UTILITIES/ENGINEERING INFRASTRUCTURE CONSULTATION

Timing	Purpose	Attendance	Key issues	EIS response
17 October 2018 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on Powerlink assets	Powerlink	- Impact of current design on existing assets - Treatment of potential interfaces - Timeframes for construction	Chapter 7: Land Use and Tenure
22 October 2018 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on Santos assets	Santos	- Project overview - Current phases of projects - Contract preliminaries - General business and requirements from each party	Chapter 7: Land Use and Tenure
23 October 2018 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on APA assets	APA	- Quality of utility survey data - Proposed alignment - Design review milestones - Treatment of potential interfaces	Chapter 7: Land Use and Tenure
24 October 2018 Toowoomba (Meeting)	To discuss Inland Rail and its potential impact on Toowoomba Regional Council assets	Toowoomba Regional Council	- Status of designs and utility surveying - Treatment of potential interfaces - Future TRC assets planned within Inland Rail construction timeframe	Chapter 7: Land Use and Tenure
15 November 2018 Brisbane (Meeting)	Progress meeting	APA	- APA to review current design - Proposed alignment - Patrols of APA pipeline route - Access to easements	Chapter 7: Land Use and Tenure
21 November 2018 Brisbane (Meeting)	Risk workshop	APA	- Project description and expected timing - Scope of works and technical criteria (SWTC) - Interaction during tender period with APA and Design and Construct contractors - Management of interface treatments (pipeline protection solutions) - Lessons learnt for Parkes to Narromine - Access to easements and existing access locations - Criteria for pot holing locations	Chapter 7: Land Use and Tenure Chapter 19: Hazard and Risk Chapter 22: Outline EMP, section 22.10.1.

Timing	Purpose	Attendance	Key issues	EIS response
28 November 2018 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on Millmerran assets	Millmerran Power	▶ Status of design ▶ Interfaces ▶ Proposed alignment ▶ Contestable or non-contestable works ▶ Access to easement ▶ Hold point inspections	Chapter 7: Land Use and Tenure
4 December 2018 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on Ergon Energy	Ergon Energy	▶ Interfaces ▶ New connections for active level crossings	Chapter 7: Land Use and Tenure
5 December 2018 Toowoomba (Meeting)	Progress meeting	Toowoomba Regional Council	▶ 375 diameter rising sewer near start of B2G/G2H projects ▶ Interaction with Interlink ▶ New water connections required for Inland Rail ▶ Potential affected trunk water mains potentially affected	Chapter 7: Land Use and Tenure
Weekly from January 2019 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on Telstra assets	Telstra	▶ Potential interfaces and proposed treatments ▶ Status of design across the program ▶ Timing for construction works by Telstra across the program	Chapter 7: Land Use and Tenure
15 March 2019 Brisbane (Meeting)	Progress meeting	TPG	▶ Proposed alignment ▶ Potential interfaces and proposed treatments ▶ SWTC contents ▶ Agreements for feasibility study and Design & Construct contractor ▶ Potholing of TPG assets and necessary TPG supervision	Chapter 7: Land Use and Tenure
20 January 2019 Sydney (Meeting)	To discuss Inland Rail and its potential impact on Nextgen assets	Nextgen	▶ Existing agreement with ARTC ▶ Impact of current design on existing assets ▶ Concept interface designs ▶ Contestable or non-contestable works	Chapter 7: Land Use and Tenure
1 February 2019	Progress meeting	APA	▶ Master Inland Rail schedule update ▶ APA's review and comments for mandatory requirements to be included in the SWTC ▶ Access maps ▶ CP test point locations ▶ Tunnel contractor methodology and Geotech report ▶ Contractor to provide APA with a tunnelling report/methodology for review ▶ Agreed to implement the lessons learned from P2N to implement design reviews for APA at 30%, 70% and 100%	Works to occur in accordance with a Recoverable Works Agreement (RWA) for the purposes of enabling APA or contractors or nominees of APA to access, relocate, remove or protect APA's affected utility

Timing	Purpose	Attendance	Key issues	EIS response
			▶ Discussions around areas where APA's pipe is currently exposed ▶ Patrol frequencies ▶ Recoating extents ▶ Issues around field works locating APA's pipelines	infrastructure during the Project. Refer Chapter 22 Outline EMP, section 22.10.1
15 March 2019 Brisbane (Meeting)	Progress meeting	Powerlink	▶ Progress of feasibility study ▶ Interaction during tendering period	Chapter 7: Land Use and Tenure
19 March 2019 Brisbane (Meeting)	To discuss Inland Rail and its potential impact on NBN assets	NBN	▶ Potential interfaces ▶ Status of design ▶ NBN concept designs ▶ Contestable or non-contestable works ▶ Agreements for feasibility works	Chapter 7: Land Use and Tenure
27 March 2019	Progress meeting	APA	▶ Technical issues around extents of embankments ▶ SWTC required by July 2019	Chapter 22: Outline EMP, section 22.10.1
Ongoing (Meeting)	Progress meeting	Essential Energy	▶ Regular progress meetings to discuss existing interfaces and planned works	Chapter 7: Land Use and Tenure
9 April 2019	Progress meeting	APA	▶ APA to review potential adequacy of current pipeline protection measures where pipe is exposed. APA to review adequacy of Armco barriers ▶ Discussions about timing of APA inspectors for construction works	Chapter 22: Outline EMP, section 22.10.1
7 June 2019	Progress meeting	APA	▶ SWTC ▶ APA to provide minimum easement requirements and conditions to work near APA assets—required by August 2019 ▶ General technical review comments provided by APA for B2G	Chapter 22: Outline EMP, section 22.10.1.
6 March 2020	In principle approval	Santos	▶ In principle approval for B2G provided by Santos addressing: ▶ Santos obligations ▶ Assessment and specific conditions for Santos' infrastructure crossings ▶ Approval and standard conditions ▶ Costs and tenure responsibilities ▶ Santos also provided costs, scope of works and timeframes.	All work to be carried out in accordance with the Principle Approval granted by Santos 6/3/20. Refer Chapter 22: Outline EMP, section 22.10.1
16 July 2020	Progress meeting (entire Inland Rail Program)	APA	▶ Overview of Program status ▶ Update on all projects with APA assets ▶ Update for SWTC progress ▶ RWA status (interface agreement with APA)	Chapter 22: Outline EMP, section 22.10.1.

Timing	Purpose	Attendance	Key issues	EIS response
28 July 2020	APA Provide SWTC final version	APA	▶ SWTC document review provided by APA includes: ▶ Scope/Interactions with Inland Rail and APA ▶ Summary of APA's assets ▶ Costs/timeframes for conflict resolutions based on feasibility design ▶ Meetings/communications ▶ Early works	Chapter 22: Outline EMP, section 22.10.1
18 August 2020	Progress meeting (entire Inland Rail Program)	APA	▶ Overview of Program status	Chapter 22: Outline EMP, section 22.10.1
18 September 2020	Progress meeting (entire Inland Rail Program)	APA	▶ Review of previous minutes ▶ Interactive tender period workshop details ▶ RFI process ▶ RWA update	Chapter 22: Outline EMP, section 22.10.1
27 October 2020	Progress meeting (entire Inland Rail Program)	APA	▶ B2G Project update	Chapter 22: Outline EMP, section 22.10.1
Ongoing meetings/discussions	Project Interaction Report	APA	▶ Description of Project interactions with APA's assets ▶ Analysis of operational loading and construction loading, and interfaces ▶ Conclusions and recommendations ▶ Attachment of plans, standards, specifications, loading calculations, sketches of protection requirements ▶ This report and associated scope of works and Proponent offer will be included in the RWA, will be entered into by APA and ARTC initially and then novated over to the Design and Construct (D&C) contractor for construction	Chapter 22: Outline EMP, section 22.10.1.
Ongoing meetings/discussions	RWA document	ARTC/APA	▶ Monthly meetings have taken place between Inland Rail commercial/legal and APA legal in order to agree the terms and format of the RWA ▶ Most discussions have been around content and the ability to novate to the D&C contractor ▶ This is now close to agreement by both parties ▶ Included items are: ▶ Background ▶ Definitions ▶ RWA process for entering corridor ▶ Novation ▶ Indemnity ▶ Liability	Chapter 22: Outline EMP, section 22.10.1.

4.1.8 Indigenous cultural heritage consultation

The following Traditional Owners have been identified as having an interest in the areas of land affected by the Project:

- ▶ Bigambul People's (Cultural Heritage Management Plan (CHMP)) area extends from the north-west of Inglewood towards Whetstone following the existing south-western rail system past Yelarbon south to Macintyre River south east of Goondiwindi
- ▶ Western Wakka Wakka People (CHMP area commences to the east of Toowoomba at Wards Hill, travelling west and intersecting Gowrie Junction prior to heading south west at Gowrie View where the area intersects the north west edge of Wellcamp airport prior to intersecting the Gore Highway at Athol extending along the highway south west to Pampas)
- ▶ Endorsed Aboriginal parties (CHMP area extends from Pampas and is located to the south east of Millmerran adjacent to the eastern most edge of the Bringalily State Forest to the north-west of Inglewood).

Consultation with the Aboriginal parties commenced in 2016 and is ongoing. This consultation has included negotiation, agreement and approval of CHMPs with the relevant parties above, with the aim of identifying the following:

- ▶ A process for undertaking cultural heritage surveys for the Project
- ▶ A process for including the Traditional Owners associated with the area that the Project traverses in assessment of the Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage
- ▶ Processes for mitigating, managing and protecting cultural heritage and objects in the Project footprint (rail corridor and ancillary infrastructure and developments), during the construction and operational phases of the Project.

TABLE 4.7 CONSULTATION WITH TRADITIONAL OWNERS

Stakeholder	Focus
Bigambul People	▶ June 2016: Initial meeting to engage Bigambul and introduce them to the Project ▶ May 2017: correspondence to Bigambul regarding the requirement for a CHMP and asking for any feedback on the proposed route in relation to known cultural sensitivities ▶ September 2017: Information regarding study corridor for B2G issued ▶ October 2017: Preliminary CHMP meeting to determine any major issues ▶ November 2017: Bigambul advised by ARTC of its intention to develop CHMP ▶ November 2017: Bigambul advise that they wish to take part in the development ▶ December 2017: Bigambul is endorsed to negotiate the CHMP with ARTC ▶ December 2017: Meetings to negotiate CHMP ▶ December 2017: CHMP signed by Bigambul ▶ February 2018: Bigambul provided information to attend CCC ▶ September 2018: Bigambul representative attends B2G CCC ▶ September 2018: Meeting to discuss Macintyre River crossing location and specific mitigation strategies ▶ January 2019: Meeting with Bigambul board for Project update including social impact ▶ June 2019: Meeting to discuss Indigenous Participation Plan ▶ November 2019: Meeting with Bigambul Board to discuss Statement of Commitment, Project update and social performance information ▶ January 2020: ARTC Project and EIS Update ▶ Ongoing: Regular one-on-one phone conversations with Director of Bigambul.

Stakeholder	Focus
Western Wakka Wakka	▶ May–June 2016: Cultural heritage meetings were held with relevant Aboriginal parties to establish relationships, outline the Inland Rail Program, ascertain how Aboriginal parties wished to be engaged and obtain a high-level review of mapped cultural heritage areas in Project areas ▶ January 2017: ARTC advises WWW of our intention to develop a CHMP ▶ February 2017: WWW advises ARTC that they wish to take part in the development ▶ July 2017: WWW is endorsed to negotiate the CHMP with ARTC ▶ July–August 2017: CHMP negotiation meetings ▶ August 2017: CHMP signed by WWW ▶ September 2017: Information regarding the selection of the preferred corridor for B2G issued ▶ December 2017: WWW representative in attendance at the first B2G CCC ▶ Ongoing: Regular one-on-one phone conversations with applicant
Endorsed Aboriginal Parties	▶ April 2018: Public notice issued for development of CHMP ▶ April–May 2018: Individuals responded to notice wishing to take part in development ▶ June 2018: ARTC advises individuals that they are endorsed to negotiate CHMP with ARTC ▶ June–July 2018: Meetings to negotiate CHMP ▶ July 2018: Endorsed Individuals sign CHMP ▶ February–March 2020: ARTC Project and EIS Update

Indigenous community interests are addressed in section 7.1.1 of the Social Impact Assessment Report in Appendix U of the EIS. The processes under the *Native Title Act 1993* (Cth) will be followed during the compulsory acquisition of any native title rights and interests. These processes include notification and submissions from Traditional Owners.

4.1.9 SIA consultation

All feedback received through the consultation process has been considered in the development of the SIA. Consultation undertaken specifically for the SIA is summarised below and further details provided in Chapter 15 of the B2G EIS.

4.1.9.1 SIA engagement process

The SIA engagement process was designed to ensure the involvement of a broad range of stakeholders. SIA stakeholder engagement commenced with a stakeholder analysis, which included:

- ▶ Reviewing ARTC's stakeholder register and the outcomes of ARTC's stakeholder engagement in the years preceding EIS commencement
- ▶ Meeting with ARTC's consultation team to identify the issues raised in each locality to date
- ▶ Participating in community information sessions to identify the location of interested community members and their key issues
- ▶ Scanning public media and social media to identify interested groups and businesses
- ▶ Desktop analysis of social infrastructure provision and management in the potentially impacted communities
- ▶ Identification of council departments and government agencies with an interest in the SIA.

The SIA engagement process was integrated with the EIS engagement process. SIA and EIS team members participated in ARTC-led Project engagement, including:

- ▶ Seven community information sessions (at Yelarbon, Inglewood, Millmerran, Brookstead, Southbrook, Pittsworth and Gowrie) to provide information about the SIA and EIS process, seek input on the scope of potential impacts, and interview local residents about potential social impacts
- ▶ Attendance at the Inner Downs CCC meeting (February 2019) and Southern Downs CCC meeting (June 2019) to provide a briefing on the SIA process and key issues being assessed, and hear committee members' concerns about social and environmental impacts
- ▶ Analysis of community queries and ARTC responses during CCC meetings, to identify suggested mitigation or management measures.

The SIA-specific stakeholder engagement process is shown in Table 4.8 and included:

- ▶ Community survey (refer Appendix G)
- ▶ Workshops with community and government agencies
- ▶ Meetings with the Bigambul People, and Western Wakka Wakka People
- ▶ Meetings with GRC and TRC
- ▶ Meetings with training service providers
- ▶ Workshops and meetings with business organisations.

The consultation undertaken specific to preparation of the SIA supplemented ongoing engagement through the TMR and TRC working groups and CCC meetings.

TABLE 4.8 SIA STAKEHOLDER ENGAGEMENT

Stakeholder Groups	Objective	Mechanism	Timing
Landowners community members and community organisations	Enable community members to contribute their views on potential social impacts and benefits	▶ Participation in ARTC information sessions	November 2018
	Collect information on social baseline values, community concerns about social impacts and potential mitigations	▶ Community survey	November–December 2018
	Seek input on social impacts and benefits from community members and community organisations	▶ Briefings to and discussion with Inner Downs and Southern Downs CCCs	February–September 2019
Goondiwindi Regional Council	Brief Council managers on the results of stakeholder engagement and preliminary assessment findings, and seek input on community issues, social impacts and mitigations	▶ Meeting with Council CEO and managers	November 2018
	Provide a briefing on the draft SIA findings and seek Council feedback on impact assessment and mitigations	▶ Meeting with Council CEO and managers	May 2019
Toowoomba Regional Council	Brief Council managers on the results of stakeholder engagement and preliminary assessment findings, and seek input on community issues, social impacts and mitigations	▶ Meeting with Council managers ▶ Participation in Pittsworth SIA ▶ Workshop	March 2019
	Provide a briefing on the draft SIA findings and seek Council feedback on impact assessment and mitigations	▶ Meeting with Council Managers	May 2019
Indigenous community members	Identify Indigenous community values to be considered in the SIA	▶ Meeting with Bigambul Native Title Aboriginal Corporation (BNTAC)	April–June 2019
	Seek inputs on opportunities for Indigenous economic and community development	▶ Integration of ARTC consultation with BNTAC	
		▶ Phone interview with Western	
		▶ Wakka Wakka elder	
		▶ Phone interview with another local Aboriginal Party	
Community and Government agencies	Identify social infrastructure capacity and gaps	▶ SIA Workshops (Toowoomba, Goondiwindi and Pittsworth)	February 2019
	Seek input on social impacts and opportunities for social infrastructure providers and vulnerable groups	▶ Interviews with social infrastructure providers in potentially impacted communities unable to attend workshops	
Office of Coordinator General	Discuss the proposed SIA scope and consultation inputs	▶ Meeting with OCG officers	May 2019
	Discuss the SIA's preliminary assessment findings with OCG	▶ Meeting with OCG officers	September 2019

Stakeholder Groups	Objective	Mechanism	Timing
Businesses and business organisations	Identify businesses' views on potential impacts and opportunities, and identify strategies to support local suppliers to participate	▶ Meeting with representatives of Goondiwindi Chamber of Commerce ▶ Workshop with Pittsworth Chambers of Commerce, Millmerran Commerce and Progress Association and Inner Downs Inland Rail Action Group ▶ Meeting with Toowoomba Surat ▶ Business and Enterprise ▶ Consideration of results of ARTC meeting with Toowoomba Chamber of Commerce	February 2019
Government agencies	Seek agency input on the preliminary SIA findings and proposed mitigation strategies	▶ Workshops with Government agencies in Toowoomba and Goondiwindi	May 2019

TABLE 4.9 STAKEHOLDER ISSUES ADDRESSED IN SIA

Issues	SIA section
Indigenous community interests (native title and cultural heritage)	7.1.1
Severance of properties and uncertainties about acquisition and compensation processes	7.1.2
Potential for negative impacts on property values	7.1.9
Changes to the landscape and visual amenity affecting rural character	7.1.8
Rural amenity and general quality of life may be negatively impacted by noise or dust	7.1.4
Potential to affect the amenity of local towns through noise, dust and traffic disruption	7.1.5
Traffic delays resulting from level crossings, or road closures	7.1.6
Impacts on properties of alignment and level crossings and concerns about altered road network/access arrangements	7.1.6
Access to employment and training for local people	7.2.1
How local workers and businesses will be supported to access Project opportunities	8.3, 8.6
Indigenous training and employment opportunities	7.2.2, 8.3
Need for locally oriented training and development in partnership with training providers	7.2.2, 8.3
Accommodation facility impacts on service access (e.g. police, ambulance, health)	7.3.3, 7.4.1
The potential benefits of non-resident workforce accommodation to local businesses	7.5.3
The need for capacity building to ensure local businesses benefit from Project opportunities	7.5.3, 8.6
Impacts on local access to housing due to workforce demands	7.3.4
The potential for Project traffic to use school bus routes leading to safety issues	7.4.1
Need for cooperation with Queensland Police Service and emergency services to address increased demands for services and changes to access routes	7.4.1, 8.5
Growing community stress and concerns for the mental health of people affected by stress related to the Project	7.4.2
Impacts of noise, vibration and air quality changes (including coal dust) on community wellbeing and quality of life	7.4.3
Effects on the Condamine River floodplain	7.4.4
Concern about the potential to increase flooding risks, with potential to affect agricultural land or homes	7.4.5
Impacts of construction on groundwater access (bores)	7.4.6
Potential for road safety impacts from increased traffic or roadworks, or in relation to level crossings during operation	7.4.7

Issues	SIA section
Community benefits as the result of Project legacies	7.4.8
Impacts on farm management and operations, farm infrastructure (dams, bores and water systems) and stock safety	7.5.1
Potential for labour to be drawn away from other industries	7.5.2
Local and Indigenous business participation in Project supply	7.5.3
Consultation and cooperation with State agencies	8.2, 8.4
Desire for better information about the Project	8.2
Desire for better information about the Project	8.2
Cooperation with Regional Skills Investment Strategy initiatives	8.3
Project's contribution to local community wellbeing	7.2.2, 7.2.3, 7.7.5
Cooperation with current and planned Council/community initiatives	8.5
Capacity building with local businesses to enable their participation	8.6

4.1.10 Skills development and training

ARTC is establishing the Inland Rail Skills Academy, which is a collection of projects and partnerships with the aim to:

- ▶ Increase the number of skilled local people eligible for employment on Inland Rail and associated regional industries
- ▶ Increase school student awareness and capability by connecting students with industry best practice
- ▶ Create opportunities for local businesses to participate in new supply chains
- ▶ Equip Inland Rail employees with world-class skills.

The partnerships and projects that make up the Inland Rail Skills Academy are in progress, with a comprehensive program to be developed during 2020. Strategies that ARTC will implement to assist local businesses to develop their capacity are being developed as part of the Inland Rail Skills Academy and are outlined in Section 8.6 of Appendix U: Social Impact Assessment Technical Report.

ARTC has implemented a consultation program to support the development of the Inland Rail Skills Academy partnerships. Engagement with stakeholder undertaken to date is summarised below in Table 4.10.

ARTC has commenced consultation with the Regional Skills Investment Strategy (RSIS) coordinators in each Council, towards alignment of Inland Rail training initiatives with RSIS strategies.

ARTC has engaged with GRC and TRC regarding the potential for joint applications for Skilling Queenslanders for Work (SQW) projects.

As part of Inland Rail Skills Academy partnerships, Inland Rail has a Memorandum of Understanding (MOU) with Construction Skills Queensland (CSQ), an independent body funded by the Building and Construction Industry Training Fund. ARTC is working with Construction Skills Queensland (CSQ) to identify skills and labour shortages, noting that the availability of labour may change as the result of changes to economic conditions during the COVID-19 epidemic.

During 2020, ARTC has met with BNTAC and Construction Skills Queensland (CSQ) three times (during January, April and May) to progress discussions on Indigenous skills development, including the design and delivery of training and development programs for Indigenous workers and businesses. This has enabled CSQ to ensure that the job readiness and construction skills programs it will deliver as part of Inland Rail Skills Academy training partnerships reflect the needs and aspirations of local Indigenous people.

ARTC undertook a skills survey with Bigambul young people as part of a September 2019 youth summit. The results indicate keen interest in working as part of the Project on Country, and that key skills and development needs include obtaining licences and operators' certificates, and mentoring and peer support to help them succeed in employment.

As many social impacts and opportunities associated with Inland Rail will emanate from Principal Contractor activities, procurement processes and construction contracts will contain targets relating to social performance. The Principal Contractor will join the Inland Rail Skills Academy and use the Academy's programs to support meeting its commitments.

TABLE 4.10 ENGAGEMENT ON SKILLS DEVELOPMENT AND TRAINING

Date/ Stakeholder	Objective	Engagement Summary	Issues Raised
17 August 2019 TRC (Regional Skills Investment Strategy (RSIS) Coordinator)	Skills development	Meeting with TRC RSIS Coordinator to discuss TRC Regional Skills Investment Strategy priorities and planned activities. Included suggestions for approach to business and skills capability development e.g. consideration of local construction workforce entry pathways into workforce (considered in SIMP mitigations regarding promotion of local opportunities)	▶ Meeting with TRC RSIS Coordinator to discuss TRC Regional Skills Investment Strategy priorities and planned activities
30 September 2019 Bigambul	Indigenous participation	Signing of the Bigambul Statement of Commitment. The Statement of Commitment reflects the intent of both parties to actively work together to support the preservation of Bigambul Cultural Heritage, and to support the social, economic and health aspirations of the Bigambul people.	▶ Socio-economic opportunities for Bigambul People ▶ Promotion of cultural and social connection through participation in Cultural heritage and social investment ▶ Health and wellbeing of Bigambul People
30 September 2019 Bigambul	Indigenous participation	Participation in the Bigambul Youth Summit. Included presentation to youth attendees around employment and business participation, along with a survey of skills and interest in the Project.	▶ Interest in working as part of the Project on Country ▶ Mentoring and peer support an important part in helping Indigenous participation outcomes successful ▶ Key skills needed include obtaining licences and operators' certificates
18 October 2019 DESBT	Skills development	Meeting with Brisbane DESBT staff to discuss Inland Rail and existing DESBT programs which may support skills and business development. Regional Skills Investment Strategy identified as having close alignment to local councils in Inland Rail area. Suggested Skilling Queensland for Work Program is strong and successful. May be opportunities for the Program to align with Inland Rail Project needs (reflected in SIMP mitigations regarding local skills development).	▶ Skills development ▶ Business capability development
8 January 2020 CSQ	Skills development	Discussion on skills development programs offered by CSQ and opportunity to develop targeted Indigenous Program. Exploration of shared programs development with Bigambul	▶ Skills development opportunities to address Project needs ▶ Opportunity for shared approach to Indigenous construction skills development
22 January 2020 CSQ & Bigambul	Indigenous skills development	Discussion with Bigambul to explore possible Indigenous skills programs	▶ Opportunity for Indigenous skills development ▶ Opportunity for Traditional Owners to work on Country
23 March 2020 CSQ	Skills development	Review of high-level gap analysis of construction related skills in Queensland and opportunity to address through skills development	▶ Potential skills shortages in construction industry ▶ Skills development opportunities to address Project needs

Date/ Stakeholder	Objective	Engagement Summary	Issues Raised
8 April 2020 GRC (RSIS Coordinator)	Skills development	Initial meeting to discuss development of joint DESBT Skilling Queenslanders for Work in Goondiwindi. Exploration of skills, alignment with RSIS activities and community organisations which may be involved. Discussed opportunity for cross industry training i.e. building transferrable skills between agriculture and construction (reflected in SIMP mitigations regarding skills development around training, e.g. exploration of training on equipment tickets).	▶ Opportunity for shared Inland Rail, GRC and DESBT skills development initiative ▶ Opportunity for cross industry training
15 April 2020 CSQ and Bigambul	Indigenous skills development	Discussion with Bigambul to explore possible Indigenous skills programs	▶ Opportunity for Indigenous skills development ▶ Opportunity for Traditional Owners to work on Country
21 April 2020 GRC (RSIS Coordinator)	Skills development	Further discussion on development of joint DESBT Skilling Queenslanders for Work in Goondiwindi. Applications focused on construction and land conservation/biosecurity skills. Alignment with RSIS priorities.	▶ Opportunity for shared Inland Rail, GRC and DESBT skills development initiative
12 May 2020 CSQ and Bigambul	Indigenous skills development	Discussion with Bigambul to explore possible Indigenous skills programs	▶ Opportunity for Indigenous skills development ▶ Opportunity for Traditional Owners to work on Country
14 July 2020 DSDTI	Business capability development	Conversation regarding planned business capability activities, current DSDTI programs and potential approach for collaborative activities in Inland Rail communities. NB: Commitments made in SIMP to build capacity and complement/align with DSDTI initiatives, where possible.	▶ Consideration of existing DSDTI programs focused on working with Major Projects ▶ Need for procurement portal and clear communication for suppliers ▶ Opportunity for DSDTI and Inland Rail to collaborate on elements of business capability development
21 July 2020 Career Development Association Australia	Skills and business development	Presentation to and Q&A with Career Development Australia Association (Qld Division). Focus on skills development in regional Australia and opportunity with Inland Rail. Other stakeholders in attendance include TRC RSIS Coordinator and USQ.	▶ Interest in building skills base across region ▶ Opportunity for skills development and employment
22 July 2020 DSDTI	Business capability development	Follow up conversation regarding planned business capability activities, current DSDTI programs and potential approach for collaborative activities in Inland Rail communities	▶ Consideration of existing DSDTI programs focused on working with Major Projects ▶ Need for procurement portal and clear communication for suppliers ▶ Opportunity for DSDTI and Inland Rail to collaborate on elements of business capability development
6 August 2020 Goondiwindi Business	Business capability development	Business Capability Development workshop in Goondiwindi. Workshop focused on business capability statements and visibility for local business.	▶ Business capability development initiative

Date/ Stakeholder	Objective	Engagement Summary	Issues Raised
26 August 2020 DATSIP and ESQ	Skills development	Meeting with DATSIP and Energy Skills Queensland to discuss a Skilling Queenslanders for Work program in Toowoomba region focused on Rail Operation skills	▶ Opportunity for shared Inland Rail, ESQ, DATSIP and DESBT skills development initiative
28 August 2020 GRC (RSIS Coordinator)	Skills development	Conversation with RSIS Coordinator about DESBT Skilling Queenslanders for Work Program in Goondiwindi. Exploration of updated applications for next round of funding	▶ Opportunity for shared Inland Rail, GRC and DESBT skills development initiative
15 September 2020 CSQ	Skills development	Discussion around supporting skills development outcomes undertaken by contractors	▶ Opportunities for skills development ▶ Importance of contractor workforce requirements and support ▶ Employment pathways into Inland Rail
15 September 2020 TRC	Skills and business community programs	Meeting with Regional Economic Development Officer and RSIS Coordinator to discuss TRC initiatives currently planned or being explored (e.g. tourism initiatives and Oakey training centre). Discussed need for social performance requirements to be communicated to community. Provided overview of proposed SIMP mitigations and commitments; in particular, relating to skills and business capability, along with agreed approach for continued engagement. Discussed opportunity to align with CSQ initiatives and relationships already existing with TRC businesses (reflected in SIMP mitigations).	▶ Skills development opportunities ▶ Business capability development opportunities ▶ Potential opportunities for alignment and continued discussion, e.g. tourism initiatives ▶ Importance of opportunities for local businesses
8 October 2020 DESBT	Skills development	Submission of Skilling Queenslanders for Work applications to DESBT. Applications were submitted by RTO/GTOs and supported jointly by Inland Rail, councils and community organisations. Applications included letters of support and commitments from Inland Rail, along with information showing link of skills to Project requirements. Programs informed skills developments mitigations in SIMP.	▶ Opportunity for shared Inland Rail, GRC and DESBT skills development initiative ▶ Importance of contractor workforce requirements and support ▶ Employment pathways into Inland Rail

4.1.11 Business engagement

The purpose of engaging with business during EIS development was to:

- ▶ Obtain input for the preparation of the SIA and EIS
- ▶ Ensure the operational requirements were understood for the B2G reference design
- ▶ Inform the local community about the Project to enable business to position for construction of the Project.

4.1.11.1 Consultation for the SIA

Consultation was undertaken with the following business groups:

- ▶ Toowoomba Surat Basin Enterprise
- ▶ Goondiwindi Chamber of Commerce
- ▶ Pittsworth District Alliance
- ▶ Millmerran Commerce and Progress Association
- ▶ Gowrie Progress Association.

The SIA also incorporates the results of ARTC's consultation with the Department of Employment, Small Business and Training, Toowoomba Chamber of Commerce and the two councils' regional skills investment strategy (RSIS) officers.

4.1.11.2 B2G alignment planning to support business

The Project is located within the Darling Downs food production region, an important contributor to the State and national economy. In recognition of this, during reference design and EIS development, ARTC has engaged with local landowners to understand current operations and future proposals to ensure construction and operation will minimise disruption to business. Stakeholders consulted have included, but are not limited to, farmers and agricultural producers, peak bodies representing the agricultural sector, Wagner Group, Yarranbrook Feedlot, Interger, GrainCorp and DA Hall Pty Ltd.

4.1.11.3 Business opportunities

ARTC opened the Toowoomba Inland Rail information centre and office in March 2017. In 2020, ARTC expanded its local presence with the opening of the new Toowoomba office. Businesses and residents around the NSW/Queensland border now have access to Inland Rail information with the opening of the Goondiwindi office this year.

ARTC has actively engaged with government, private organisations and peak bodies across the manufacturing, construction, agriculture, services and retail, transport and logistics sectors to identify local, regional, State and interstate opportunities for business that will be facilitated by the Project.

Business has been encouraged to register with ARTC to obtain regular updates on the status of the Project and information on the Project tendering. Information has been distributed through meetings, the ARTC website, flyers and newsletters.

4.1.12 Road/rail interfaces

ARTC delivered a comprehensive communication and engagement program to engage with key stakeholders, landowners and the community regarding the development of the proposed public road/rail interface solutions for the Project. The engagement was delivered in two key phases. The first involved gathering information about the existing road network and the second involved sharing information about the proposed solutions. This engagement is detailed in the tables below.

Road/rail interface locations are identified in Chapter 5 and information about technical studies carried out in relation to existing traffic use is in the traffic impact assessment in Appendix T to the B2G EIS.

ARTC Inland Rail will continue to consult with landowners during future stages of the Project to ensure they are fully informed of the design process and the proposed mitigation measures specific to their respective properties.

The issue of short stacking was first raised as part of early reference design development by TMR in late 2018. As of 8 September 2020, ARTC came to 'in principle' agreement of the short stacking arrangements for level crossings and that the requirements and dimensions be included in the minimal technical requirements for TMR and the Project-specific requirements for ARTC's request for tender.

TABLE 4.11 ROAD/RAIL INTERFACE ENGAGEMENT

Timing	Focus	Engagement summary	Issues raised	Reference Design Response
November 2018–March 2019	Information gathering Engagement with key stakeholders, landowners, government agencies, road authorities, community groups and community members about how they currently use the public roads in their area, and how diversions, additional journey time, crossing wait times and local road closures could potentially affect people’s journeys and their ability to use their properties	▶ Community notification flyer advising opportunities to provide community feedback (approx. 10,000 residents) ▶ Posters (45 locations in key towns in the B2G footprint) ▶ E-news (2,098 recipients) ▶ Emails to peak bodies (86 groups contacted) ▶ Facebook advertising (182 clicks, reach of 7397 people) ▶ Radio interview (1) ▶ Drop-in sessions (8 sessions, 150 attendees) ▶ Directly affected landowner meetings—83 ▶ Targeted calls to landowners near potential road changes—133 ▶ Community information sessions—8 with 150 attendees ▶ Government agency engagement ▶ Peak body/community group engagement ▶ Interactive map ▶ Pop-up consultation stands—8 sessions with 94 attendees ▶ CCC meetings—4 ▶ Targeted community workshop—1	▶ Impacts on property operation ▶ Width and height of crossings—need to cross large farming equipment ▶ Impacts on travel times ▶ Safety ▶ Impacts on school bus and transport routes ▶ Preference for fewer level crossings	▶ Landowner feedback incorporated into active and passive level crossing locations. Specific temporary measures to be implemented during construction to be negotiated with landowners during detail design and resolved prior to construction commencement. ▶ Specific design solutions relating to format, width and height of occupational crossings to be negotiated with landowners during detail design ▶ Initial consultation impacts on travel times discussed with landowners, bus companies, local governments, TMR and TransLink was a key input into reference design road reconfigurations. The potential social impacts are discussed in section 7.1.6 of the Social Impact Assessment Report in Appendix U of the EIS. ▶ Type and location of road/rail interfaces determined by ALCAM modelling. ▶ Local and long-haul bus services to incorporate updated travel times into timetables. Further consultation with TransLink during detail design to address key messaging on temporary and permanent road traffic solutions. ▶ Type and location of road/rail interfaces assessed using Australian Level Crossing Assessment Model (ALCAM). ▶ Short stacking general arrangements.

Timing	Focus	Engagement summary	Issues raised	Reference Design Response
September–October 2019	Proposed road/rail interface solutions Engagement with key stakeholders, landowners, government agencies, road authorities, community groups and community members regarding the reference design for the Project, including providing information and seeking feedback about the proposed road/rail interfaces.	▶ Community update newsletter—distributed to 5,000 residents ▶ Area fact sheets—6 ▶ Public road consolidation/changes maps—online and available in community information sessions ▶ E-news—3 ▶ Elected representative meetings ▶ Directly affected landowner engagement—214 calls, 174 emails, mail out of letter and map 301 landowners, 50 meetings ▶ CCC meetings—2 ▶ Interactive map ▶ Government agency and council briefings ▶ Industry and community group briefings—6 ▶ Community information sessions—9	▶ Feedback on proposed interfaces ▶ Impacts on property operation and land values ▶ Width and height of crossings—need to cross large farming equipment ▶ Impacts on travel times ▶ Safety ▶ Impacts on school bus and transport routes ▶ Preference for fewer level crossings	▶ Landowner feedback incorporated into active and passive level crossing locations. Specific temporary measures to be implemented during construction to be negotiated with landowners during detail design and resolved prior to construction commencement. ▶ Specific design solutions relating to format, width and height of occupational crossings to be negotiated with landowners during detail design ▶ Initial consultation Impacts on travel times discussed with landowners, bus companies, Councils, TMR and TransLink was a key input into reference design road reconfigurations ▶ Type and location of road/rail interfaces determined by ALCAM modelling ▶ Local and long-haul bus services to incorporate updated travel times into timetables. Further consultation with TransLink during detail design to address key messaging on temporary and permanent road traffic solutions. ▶ Type and location of road/rail interfaces determined by ALCAM modelling ▶ Short stacking general arrangements.
19 November 2019	ALCAM and level crossing assessment	▶ TMR Presentation	▶ Feedback on proposed interfaces	▶ Feedback incorporated into reference design and EIS development (including traffic Impact assessment, project description)

Timing	Focus	Engagement summary	Issues raised	Reference Design Response
17 February 2020	ALCAM and level crossing assessment	▶ TRC Presentation	▶ Feedback on proposed interfaces	▶ Feedback incorporated into reference design and EIS development (including traffic Impact assessment, project description)
3 March 2020	ALCAM and level crossing assessment	▶ GRC Presentation	▶ Feedback on proposed interfaces	▶ Feedback incorporated into reference design and EIS development (including traffic Impact assessment, project description)
August - September 2020	Short stacking general arrangements	▶ Meetings held with TMR and TRC	▶ Minimum offset to avoid short stacking ▶ Road design vehicle and warrants for turn movements	▶ 'In principle' agreement of reference design general arrangement ▶ Requirements and dimensions to be included in the Minimal Technical Requirements for TMR and TRC and the Project-specific requirements for ARTC's request for tender.

4.1.13 Water Impact Assessment

Consultation about ground and surface water has been underway since 2019. This has involved sharing information about predicted potential impacts to water in the region, seeking to understand how water is currently used by landowners and identifying sources of water for construction. Water is a key interest in the community—landowners have provided information about their individual use of water and shared their local knowledge in regard to surface and groundwater. Landowner’s details who have approached Inland Rail seeking to sell the project water during construction have been recorded.

TABLE 4.12 ENGAGEMENT WITH LANDOWNERS AND COMMUNITY

Engagement	Objective	Summary
Community Consultative Committee	▶ Provided a groundwater methodology and potential impacts presentation ▶ Answered community questions about groundwater methodology and potential impacts ▶ A construction methodology presentation including water requirement and water sourcing for the project was provided to both the IDD and SDD committee members	▶ IDD CCC meeting—17 September 2019, Pittsworth, 14 members, approx. 100 observers ▶ IDD CCC representative closed meeting about groundwater—4 February 2020, 4 attendees ▶ IDD CCC meeting—5 December 2019, Gowrie Junction, 11 members, 12 observers ▶ SDD CCC meeting—28 July 2020, Yelarbon, 12 committee members, 6 observers ▶ SDD CCC meeting—26 October 2020, Goondiwindi, 8 committee members and 6 observers ▶ October 2020—construction presentation emailed to IDD and SDD committee members
Community information sessions	▶ Discussion about groundwater methodology and potential impacts	▶ 22 October 2019, Gowrie Junction, 35 attendees ▶ 23 October 2019, Southbrook, 11 attendees ▶ 24 October 2019, Millmerran, 32 attendees ▶ 26 October 2019, Brookstead, 20 attendees ▶ 26 October 2019, Pittsworth, 20 attendees ▶ 28 October 2019, Toowoomba, 15 attendees ▶ 28 October 2019, Inglewood, 17 attendees ▶ 29 October 2019, Yelarbon, 21 attendees ▶ 30 October 2019, Goondiwindi, 22 attendees

Engagement	Objective	Summary		
Newspaper advertisements	▶ To advertise the IDD CCC and SDD CCC meetings and information sessions	4 September–14 September 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Notice of CCC meeting—IDD and SDD
		2 October–9 October 2019	Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Chair's Summary—IDD CCC
		9 October–19 October 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Community information sessions
E-news	▶ Provided information about potential sources of water for the project	▶ 29 November 2019, sent to 1,843 email addresses, opened 786 times and 243 click throughs		
Government EIS forums	▶ Provided information about potential sources of water for the project and potential water impacts	▶ 15–16 August 2019 ▶ 27 September 2019 ▶ 11 September 2019 ▶ 3 September 2019 ▶ 9 October 2019		
Facebook advertising	▶ To advertise information sessions	12 October to 22 October 2019	Facebook	Community information sessions

Key themes:

- ▶ Changes to groundwater
- ▶ Quantity of water required for construction water volume
- ▶ Concerns about long-term impacts and requests for ongoing groundwater monitoring
- ▶ Concerns about impacts outside of the Project footprint
- ▶ Impact to landowner's water assets, allocations and licences
- ▶ Requests to sell water to the Project
- ▶ Ability to maintain access to water across the Project corridor
- ▶ Concerns on pre-construction conditions and how we are completing baseline assessments
- ▶ How to prove a construction impact on a groundwater bore.

4.1.14 Landowner water assets

To manage the risk of the impact of the Project on water assets owned by landowners within the Project's footprints, a Water Asset Survey has been conducted during 2020. Landowners, willing to participate, within the project footprint are contacted via phone or in person to confirm their key water assets, including bores, dams, creeks and waterways. Information on the details and location of water assets is mapped. The Water Asset Survey has been promoted via eNews, website and within CCC meetings where members were asked to encourage community participation.

4.1.15 Construction Water

Construction site activities will generate demand for water of varying quantity and quality. During development of the reference design and B2G EIS ARTC has engaged with numerous stakeholders in relation to B2G construction water requirements and identification of water sourcing opportunities.

TABLE 4.13 CONSTRUCTION WATER ENGAGEMENT

Timing	Focus	Engagement summary	Issues raised	EIS Response
January 2019 September 2020	Engagement with DNRME, landowners, government agencies, water asset owners, Inner Darling Downs Consultative Committee and Southern Darling Downs Consultative Committee about potential construction water demands and opportunities for supply.	▶ DNRME attendance at EIS government agency forums in Toowoomba held 15–16 August 2019 and Brisbane held 9–10 October 2019 ▶ Meeting held with DNRME 25 February 2020 to discuss water trading and licensing requirements ▶ DNRME attendance at CCC meetings held 4 September 2018, 8 November 2018, 17 September 2019, 5 May 2020, 23 June 2020 and 25 August 2020 ▶ DNRME presentation at CCC meeting held 5 May 2020 ▶ Telephone discussions/ meetings with landowners interested in water trading ▶ Meeting held with Sunwater 7 September 2020 ▶ TRC meeting held 9 September 2020 ▶ GRC meeting held 11 September 2020 ▶ Telephone discussion with Dumaresq-Barwon Border Rivers Commission held 10 September 2020	▶ Licensing and water trading arrangements under <i>Water Plan (Border Rivers and Moonie) 2019</i>: ▶ <i>Queensland Border Rivers-Moonie Water Resource Plan</i> ▶ <i>Water Plan (Condamine and Balonne) 2019</i> ▶ <i>Condamine-Balonne Water Resource Plan</i> ▶ <i>Great Artesian Basin and other regional aquifers water plan</i> ▶ <i>Water Plan (Great Artesian Basin and Other Regional Aquifers) 2017</i> ▶ Permanent sale or seasonal allocation of water entitlements ▶ DNRME preference for water extraction from existing sustainable water entitlements in accordance with water and water resource plans ▶ Registration of interest for parties interested in water trading	▶ The Project will require access to water during construction for earthworks, conditioning of material, maintenance, concrete batching and dust suppression. As detailed in Chapter 22: Outline Environmental Management Plan of the EIS, construction water requirements will be confirmed through the construction approach refinement process, and a construction water strategy will be developed as a component of the Construction Management Plan, in consultation with DES, GRC, TRC, SunWater, other relevant bulk water suppliers and potentially impacted landowners and community groups. ▶ Extraction and water harvesting minimised by adopting water efficient design and procedures ▶ Construction water requirements (quantity and quality) identified by activity in Section 5.3.1 of Chapter 5: Project Description

Timing	Focus	Engagement summary	Issues raised	EIS Response
January 2019 September 2020 (cont'd)	Engagement with DNRME, landowners, government agencies, water asset owners, Inner Darling Downs Consultative Committee and Southern Darling Downs Consultative Committee about potential construction water demands and opportunities for supply. (continued)	▶ Meeting with RuralCo Water 22 September 2020 ▶ TRC meeting held 28 October 2020 ▶ GRC meeting held 9 November 2020 ▶ Telephone discussion with DNRME held 3 November 2020 to discuss water sourcing for construction of the Project	▶ Potential water trading opportunities Leslie Dam and downstream (Lemon Tree Weir, Yarramalong Weir, Talgai Weir and Coolmunda Dam (Whetstone Weir and Ben Dor Weir) ▶ Potential council water sourcing opportunities ▶ Groundwater resources available subject to supply contracts ▶ Water trading ▶ Identification of TRC water sourcing opportunities including Wetalla sewage treatment plant and access to licensed bores ▶ Identification of GRC partnering opportunities to secure water sources	▶ Estimated construction water use over time documented in Chapter 5: Project Description ▶ Estimated water demand and potential surface water storage within proximity to the project alignment documented in Chapter 5: Project Description ▶ Proposed hierarchy of water sourcing identified in Chapter 5: Project Description confirmed through stakeholder engagement ▶ Preparation of a Project-specific construction water plan during detail design (refer construction water proponent commitments in Appendix Z) ▶ Proponent commitment to work with DRME and landowners to secure sustainable water sources for construction of the Project (Appendix Z: Proponent Commitments) ▶ Construction water rights will be obtained from water markets subject to water management protocols under the relevant water plans or water permits, subject to an application process under the Water Act 2000 (Appendix Z: Proponent Commitments) ▶ Licenses, approvals and agreements to access water from sources identified in the finalised construction water strategy will be obtained. These may include water licenses under the Water Act 2000 and/or access agreements with bulk water suppliers or private landowners. (Chapter 3: Legislation and Project Approvals Process)

5. Engagement activities and communication tools

5.1 Overview

The engagement activities and communication tools illustrated in Figure 5.1 were used in stages 1–3 of the EIS and reference design engagement process.

ARTC aimed to provide multiple opportunities for both targeted stakeholders and the wider community to participate and comment on the Project. Specific consultation activities and communication tools are depicted in Figure 5.1. The following sections describe these activities and tools, and supporting collateral is contained in the annexures.

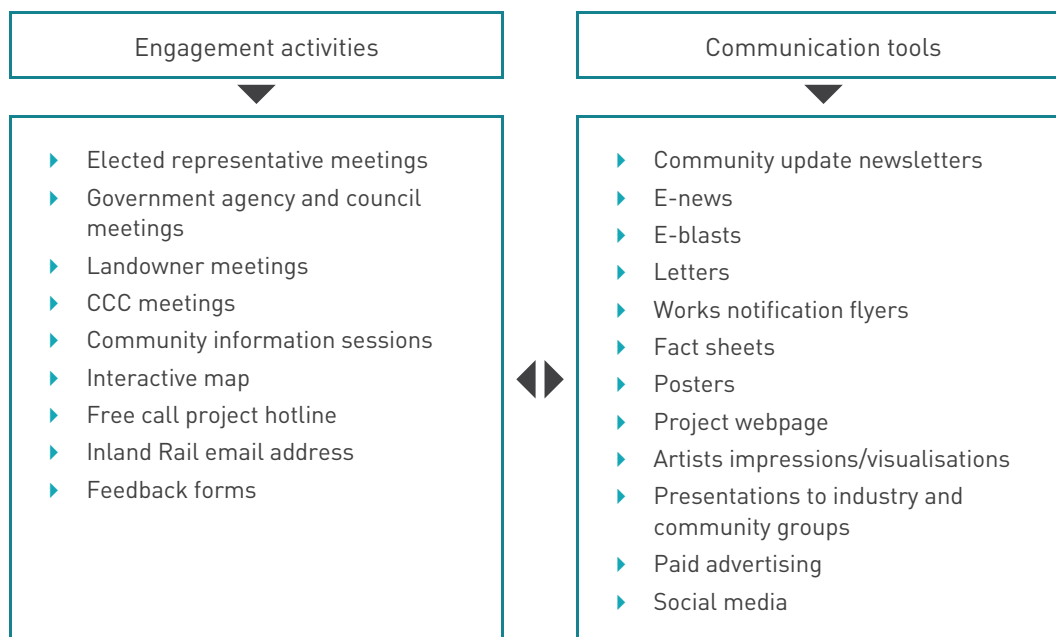


FIGURE 5.1 CONSULTATION ACTIVITIES AND COMMUNICATION TOOLS

5.2 Engagement activities

5.2.1 Elected representative meetings

Since the commencement of Stage 1 of consultation in September 2017, ARTC has held several formal meetings and briefings with federal and State elected representatives, including the former Member for Groom, John McVeigh MP, Member for Maranoa, David Littleproud MP, Member for Condamine, Pat Weir MP, Member for Southern Downs, Lawrence Springborg (until November 2018) and James Lister MP (from November 2018).

The purpose of this engagement was to:

- ▶ Inform elected representatives of the Project and the EIS process
- ▶ Gain an understanding of the issues and opportunities currently facing the electorates
- ▶ Identify the potential impacts, benefits and mitigation measures for the Project.

In addition to these meetings, elected representatives have attended numerous broad-scale community engagement events.

TABLE 5.1 ELECTED REPRESENTATIVE MEETINGS

Date	Purpose	Attendees	Key issues
26 September 2017 Toowoomba (briefing)	Advised of preferred route determined by Australian Government	Pat Weir Trevor Watts ARTC	▶ Route selection process and outcome
28 September 2017 Toowoomba (briefing)	Advised of preferred route determined by Australian Government	Lawrence Springborg ARTC	▶ Route selection process and outcome
3 October 2017 Toowoomba (briefing)	Advised of preferred route determined by Australian Government	Pat Weir ARTC	▶ Stakeholder feedback ▶ Engagement program ▶ Property impacts
4 October 2017 Warwick (briefing)	Advised of preferred route determined by Australian Government	Lawrence Springborg ARTC	▶ Stakeholder feedback ▶ Engagement program ▶ Property impacts ▶ Condamine floodplain crossing solution
9 April 2018 teleconference (briefing)	Update on Condamine floodplain crossing solution	James Lister Pat Weir	▶ General Project update ▶ Condamine floodplain crossing solution ▶ Project and EIS timeframes ▶ Engagement program
16 May 2018 Brisbane (briefing)	General Project update	James Lister ARTC	▶ General Project update ▶ Condamine floodplain crossing solution ▶ Project and EIS timeframes ▶ Engagement program
2 July 2018 Toowoomba (briefing)	General Project update	Pat Weir ARTC	▶ Alignment ▶ Condamine floodplain crossing solution ▶ Road/rail interface ▶ Engagement program ▶ Noise and vibration
3 October 2018 Brisbane (briefing)	Update on Condamine floodplain crossing solution	Pat Weir ARTC	▶ Focused area of investigation ▶ Condamine floodplain crossing solution ▶ Engagement program
16 October 2018 Brisbane (briefing)	Update on Condamine floodplain crossing solution	James Lister ARTC	▶ Focused area of investigation ▶ Condamine floodplain crossing solution ▶ Engagement program
2 November 2018 Toowoomba (briefing)	Update on Condamine floodplain crossing solution and design development	Former Federal Member John McVeigh ARTC	▶ Focused area of investigation ▶ Condamine floodplain crossing solution ▶ Engagement program
2 November 2018 Warwick (briefing)	Update on Condamine floodplain crossing solution and design development	James Lister ARTC	▶ Focused area of investigation ▶ Condamine floodplain crossing solution ▶ Engagement program
7 November 2018 Toowoomba (briefing)	General Project update	Pat Weir Mayor and councillors of Toowoomba Regional Council ARTC	▶ Focused area of investigation ▶ Condamine floodplain crossing solution ▶ Engagement program
2 April 2019 Brisbane (briefing)	General Project update	Steve Minnikin, MP Andrew Powell, MP ARTC	▶ Project timings ▶ Engagement program

Date	Purpose	Attendees	Key issues
23 August 2019 Toowoomba (briefing)	General Project update	Former Federal Member John McVeigh ARTC	▶ Project timings ▶ Engagement program
6 September 2019 Toowoomba (briefing)	General Project update	Former Federal Member John McVeigh ARTC	▶ Reference design—proposed Project footprint, road/rail interface, rail alignment ▶ Condamine floodplain crossing solution ▶ Project timings ▶ Property impacts ▶ Engagement
9 September 2019 Toowoomba (briefing)	General Project update	Pat Weir ARTC	▶ Reference design—proposed Project footprint, road/rail interface, rail alignment ▶ Condamine floodplain crossing solution ▶ Project timings ▶ Property impacts ▶ Engagement
30 January 2020 Toowoomba (briefing)	General Project update	Pat Weir ARTC	▶ Overview of senate enquiry ▶ EIS process and timing ▶ Acquisition process ▶ Noise and reference design engagement

5.2.2 Inter-Government meetings

ARTC progress reporting on the Inland Rail project to lodgement of the B2G EIS has been undertaken through the Inter-Departmental Committee (IDC) and Queensland Project Coordination Group (PCG) meetings in accordance with the schedule show in Table 5.2.

TABLE 5.2 AUSTRALIAN GOVERNMENT MEETINGS

Details	Attendees
Fortnightly Toowoomba Department of Infrastructure, Transport, Cities and Regional Development EIS and reference design progress reporting meetings	Department of Infrastructure, Transport, Cities and Regional Development
8 March 2018 Brisbane IDC Meeting	Department of Premier and Cabinet Department of State Development Department of Environment TMR Department of Housing Department of Social services Department of Indigenous Affairs Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
28 June 2018 Brisbane Queensland PCG meeting	TMR DITCRD

Details	Attendees
17 July 2018 Brisbane IDC meeting	Department of Premier and Cabinet Department of State Development Department of Environment TMR Department of Housing Department of Social services Department of Indigenous Affairs
10 October 2018 Brisbane Queensland PCG meeting	TMR DITCRD
21 November 2018 Brisbane Queensland PCG meeting	TMR DITCRD
21 January 2019 Brisbane Queensland PCG meeting	TMR DITCRD
26 February 2019 Brisbane Queensland PCG meeting	TMR DITCRD
9 May 2019 Brisbane Queensland PCG meeting	TMR DITCRD
9 March 2020 Brisbane Queensland PCG meeting	TMR DITCRD
2 April 2020 Brisbane Queensland PCG meeting	TMR DITCRD
7 May 2020 Brisbane Queensland PCG meeting	TMR DITCRD
4 June 2020 Brisbane Queensland PCG meeting	TMR DITCRD
2 July 2020 Brisbane Queensland PCG meeting	TMR DITCRD
6 August 2020 Brisbane Queensland PCG meeting	TMR DITCRD
3 September 2020 Brisbane Queensland PCG meeting	TMR DITCRD
9 March 2020 Brisbane Queensland PCG meeting	TMR DITCRD

5.2.3 Queensland State Government

The key consultation activities undertaken to inform and work with Queensland State Government stakeholders during EIS preparation has involved:

- ▶ Monthly Project meetings with the Office of the Coordinator-General, with delegates from other departments invited as required
- ▶ State government agency briefings were held in Brisbane and Toowoomba to coincide with the release of the Draft ToR in May 2018 as detailed in Table 4.8 and Table 4.9
- ▶ Meetings with Brisbane and Darling Downs State government representatives to obtain early input into B2G reference design
- ▶ Several EIS technical meetings to discuss assessment methodologies, results of investigations and potential mitigation
- ▶ Meetings and workshops with social service providers to identify key issues, discuss the methodology and recommendation for inclusion in the Social Impact Management Plan.

Table 5.3 summarises Queensland State agency consultation for the Project, Table 5.4 and Section 5.4.5 outline the key issues discussed in technical meetings and presentations and State agency EIS forums, respectively.

TABLE 5.3 ATTENDANCE AT QUEENSLAND STATE AGENCY AND EIS BRIEFINGS

Invited stakeholders (Brisbane and Darling Downs Regions)	Attended Briefings and Meetings
Department of Premier and Cabinet	✓
Office of the Coordinator-General	✓
Department of State Development, Tourism and Innovation (DSDTI)	✓
Department of Regional Development and Planning	✓
Department of Environment and Science	✓
Department of Health	✓
Department of Housing and Public Works	✓
Department of Communities, Disability Services and Seniors	✓
Department of Employment, Small Business and Training	✓
Department of Education	✓
Queensland Police Service	✓
Department of Fire and Emergency Services	✓
Department of Natural Resources, Mines and Energy	✓
Department of Transport and Main Roads	✓
Department of Agriculture and Fisheries	✓
Department of Energy and Water Supply	✓
Queensland Treasury	✓
Department of Aboriginal and Torres Strait Islander and Partnerships	✓
Queensland Rail	✓
Biosecurity Queensland	✓

TABLE 5.4 SUMMARY OF QUEENSLAND GOVERNMENT AGENCY ALIGNMENT PRESENTATIONS AND TECHNICAL MEETINGS

Details	Purpose	Key Issues	EIS Response
15 March 2018 Brisbane TMR (briefing)	▶ Project update	▶ General Project update ▶ Project timeframes	▶ EIS and reference design progress reporting
10 December 2018 Toowoomba Department of Environment and Science (meeting)	▶ ARTC Presentation of Alignment ▶ DES Areas of Interest for B2G EIS	▶ Permits relevant to Activities/ Works with State Forest ▶ State Forest Revocation Process ▶ Biosecurity	▶ Applications for revocation of Whetstone and Bringalily State Forests lodged with DES 4 December 2019
17 December 2018 Ipswich Department of Natural Resources Mines and Energy (meeting)	▶ ARTC Presentation of Alignment ▶ DNRME Areas of Interest	▶ Importance of stock routes ▶ Council and DNRME roles ▶ Major rail/ stock route interfaces	▶ The B2G alignment will not result in the closure of stock routes ▶ Stock route realignments to be progressed in accordance with the <i>Land Act 1994</i> (Qld).
17 December 2018 Toowoomba Department of Education (meeting)	▶ ARTC Presentation of Alignment	▶ Potential for noise and traffic impacts on schools ▶ Potential impacts on amenity	▶ Refer Chapter 14: Noise and Vibration ▶ Results of the construction and road operational noise reported in Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Railway operational noise reported in the Operational Railway Noise and Vibration Technical Report in Appendix T. ▶ The engagement strategy to be adopted during detail design is outlined in Table 8.6 of Appendix U: Social Impact Assessment Report ▶ Potential impacts on community well-being are discussed in Section 8.5 of Appendix U: Social Impact Assessment Report ▶ Management measures to address the potential impact on schools are Included in Table 8-11 of Appendix U: Social Impact Assessment Report.
17 January 2019 Toowoomba Department of Agriculture and Fisheries (Forestry) (meeting)	▶ B2G interface with Whetstone and Bringalily State Forests	▶ Forestry operations ▶ Access roads (forestry tracks and gazetted roads) ▶ Timber salvage ▶ Local mill ▶ Fire management ▶ Public access by recreation users ▶ Subleases	▶ DAF (Forestry) access requirements included in B2G reference design ▶ Ongoing consultation with DAF (Forestry) to assist with timber salvage prior to construction ▶ Consultation with state forest lessees to identify access and ongoing operational requirements

Details	Purpose	Key Issues	EIS Response
17 January 2019 Toowoomba Biosecurity Queensland (meeting)	▶ ARTC Presentation of Alignment	▶ State and Council jurisdiction ▶ Major risk is during construction	▶ Outline EMP requirement for preparation of a Biosecurity management sub-plan included in the B2G EIS ▶ Meetings held with GRC 11 December 2018 and 5 February 2019 to identify dog check fence requirements ▶ Meeting held 6 February 2019 with TRC to in relation to data share agreement for weed mapping ▶ Meeting with Darling Downs Rabbit Board 10 December 2018 to identify rabbit proof fence requirements
29 January 2019 Toowoomba Department of Transport and Main Roads (meeting)	▶ ARTC Presentation of Alignment	▶ Short stacking of Leyburn Millmerran Road crossing ▶ Interface with the QR south western rail corridor ▶ Potential safety enhancements to Cunningham and Gore Highways ▶ Use of standard designs (culverts and bridge structures) ▶ Public level crossings ▶ Condamine floodplain solution	▶ Standard engineering designs to be applied wherever possible, while maintaining flexibility during construction. ARTC said there is value in incorporating engineering pre-casting particularly given the length of culverts and bridge structure crossing of the Condamine floodplain ▶ The intent is the South Western System would remain operational during construction of the B2G alignment. ARTC to liaise with Queensland Rail in relation to access agreements ▶ Potential impacts on the road network in the Project area discussed in Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment ▶ The strategy was to consolidate the number of level crossings. ARTC sought further community feedback on the level crossing strategy in February/March 2019. Level crossing locations are identified in Chapter 5: Project Description, Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment ▶ The hydrological assessment of the Condamine is presented in Appendix Q: Hydrology and Flooding Technical Report and Chapter 12: Surface Water and Hydrology

Details	Purpose	Key Issues	EIS Response
30 January 2019 Toowoomba Department of Environment and Science (meeting)	▶ Presentation of terrestrial ecology assessment methodology	▶ Advantages of the predictive habitat modelling approach to assessment of potential impacts ▶ DES Estate (Forestry) ▶ Buffers to watercourses ▶ Noise and lighting impacts ▶ Fencing ▶ Connectivity ▶ Impact on waterflow ▶ Offsets ▶ Link with MNES	▶ Assessment approach adopted for assessment of MNES, State significant species and aquatic species ▶ Lighting for the Project to be limited to that necessary for the safe construction, operation and maintenance of the rail corridor and road realignments ▶ Fencing and fauna connectivity to be addressed in accordance with the Fencing and Fauna Movement Strategy included in the B2G EIS ▶ Preliminary offset calculations based on the B2G reference design are provided in Chapter 10: Flora and Fauna
30 January 2019 Toowoomba Department of Employment, Small Business and Training (meeting)	▶ ARTC alignment presentation	▶ Local content ▶ Regional skills investment strategy	▶ Meetings held with TRC, GRC and DESBT to discuss regional skills investment strategy ▶ The strategy for ARTC participation in workforce upskilling, small business, education and upskilling and is discussed in the social impact management plan for the social impact assessment presented in Appendix U: Social Impact Assessment Report ▶ Registration for local business to engage in Project construction is available through the ARTC website
31 January 2019 Toowoomba Department of Aboriginal and Torres Strait Islander Partnerships (meeting)	▶ ARTC alignment presentation ▶ Social impact assessment ▶ EIS delivery	▶ Access to Department Aboriginal parties contacts database	▶ Engagement of Western Wakka Wakka, Bigambul and Endorsed Aboriginal Parties for execution of the cultural heritage management plans ▶ Engagement of Western Wakka Wakka, Bigambul and Endorsed Aboriginal Parties during preparation of the social impact assessment
31 January 2019 Toowoomba Queensland Fire and Emergency Services (meeting)	▶ ARTC alignment presentation ▶ QFES Areas of Interest	▶ QFES Jurisdiction ▶ Potential for collisions involving the transport of hazardous materials ▶ Operation—Separation of mixed classes of goods ▶ New Charlton fire station	▶ Refer Chapter 19: Hazard and Risk ▶ QFES input sought for input in alignment planning (road realignments and level crossings) ▶ QFES feedback incorporated in Appendix U: Social Impact Assessment Report
31 January 2019 Toowoomba Department of State Development, Manufacturing, Infrastructure and Planning (meeting)	▶ ARTC alignment presentation	▶ Land use ▶ Tourism ▶ Mining ▶ Potential impacts on the socio-economic environment ▶ Noise	▶ Refer Chapter 7: Land Use and Tenure ▶ Refer Appendix U: Social Impact Assessment Report ▶ Refer Appendix V: Economic impact assessment

Details	Purpose	Key Issues	EIS Response
6 February 2019 Toowoomba Department of Agriculture and Fisheries (meeting)	▶ ARTC alignment presentation ▶ DAF areas of interest	▶ Biosecurity ▶ Waterway barrier works approvals ▶ Potential impacts on agricultural producers, soils and water ▶ Potential impacts of dust nuisance on crops	▶ Outline EMP requirement for Biosecurity management sub-plan, soil management sub-plan and dust management sub-plan included in the B2G EIS ▶ Identification of mapped waterways in Figure 12.2 Chapter 12: Surface Water and Hydrology
7 February 2019 Toowoomba Queensland Health (meeting)	▶ ARTC alignment presentation ▶ Queensland Health	▶ Administrative catchment ▶ Available health services and facilities ▶ Construction impact (location of non-resident workforce accommodation) ▶ Potential for noise and vibration impacts on aged care	▶ The location of non-resident workforce accommodation is shown in Chapter 5: Project Description ▶ Potential impact on health services is discussed in Appendix U: Social Impact Assessment Report ▶ The proposed alignment traverses land to the south of the township of Millmerran and is removed from existing aged care
7 February 2019 TransLink (meeting)	▶ ARTC Presentation of Alignment	▶ Potential road realignments ▶ Public level crossings ▶ School bus routes	▶ Feedback incorporated in B2G reference design ▶ Feedback incorporated in Appendix U: Social Impact Assessment Technical Report
13 February 2019 Nambour Department of Agriculture and Fisheries (telephone call)	▶ Avoidance/mitigation/ offsets for waterways providing for fish passage/ matter of state significance	▶ Mapped waterways to be identified ▶ Fish species present ▶ Hydrology and flooding ▶ Assessment of potential impacts to aquatic ecology	▶ Mapped waterways in the Project area are identified in Annexure F of Appendix K: Aquatic Ecology Technical Report ▶ Refer Appendix K: Aquatic Ecology Technical Report for the assessment of potential impacts of the aquatic ecological values within the Project area
18 February 2019 Brisbane Department of Environment and Science (meeting)	▶ State Forest revocation	▶ DES state forest revocation requirements	▶ Refer Chapter 7: Land Use and Tenure ▶ ARTC application for revocation of Bringalily and Whetstone State Forests lodged with DES 4 December 2019
20 February 2019 Toowoomba Department of Natural Resources Mines and Energy (meeting)	▶ ARTC Presentation of alignment	▶ Key resource areas ▶ Yelarbon desert ▶ Stock routes ▶ Existing water resource entitlements ▶ Hydrology/ hydraulics ▶ Impact of mine blasts ▶ Cadastral survey (southern extend of project area) ▶ Groundwater ▶ Corridor fencing	▶ Refer Chapter 7: Land Use and Tenure ▶ Refer Appendix Q: Hydrology and Flooding ▶ Refer Appendix R: Groundwater Technical Report for assessment of the potential impacts on groundwater resources and existing water resource entitlements ▶ Refer Chapter 14: Noise and Vibration ▶ Refer to the fencing strategy in Appendix J: Terrestrial Ecology Technical Report

Details	Purpose	Key Issues	EIS Response
22 February 2019 Brisbane TMR (meeting)	▶ B2G Traffic impact assessment	▶ TMR technical requirements to be included in the B2G EIS	▶ Refer Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment
6 September 2019 Brisbane Department of Environment and Science (meeting)	▶ Protected Area Estate—Revocation Meeting	▶ ARTC’s draft revocation submission, including information about the proponent, the Project, demonstrated need for the freight rail, Project description, justification for the alignment, alignment options and preferred option, stakeholder consultation and Native Title assessment.	▶ Refer Chapter 7: Land Use and Tenure ▶ ARTC application for revocation of Bringalily and Whetstone State Forests lodged with DES 4 December 2019
4 November 2019 Nambour Department of Agriculture and Fisheries	▶ Draft Aquatic Ecology EIS Technical Report Review	▶ Maps in the report should show waterways providing for fish passage ▶ Waterways providing for fish passage are MSES ▶ More information needed about likelihood assessment and how this was updated following field work ▶ Investigate whether there are recent records of Silver Perch. Look at Ozcam database. ▶ Include information about waterways providing for fish passage and DAF zoning in aquatic site profiles ▶ Include further details about mesh size of seine and fyke nets, and details of whether nets were left overnight ▶ Consider seasonal movement of fish, and was this considered in the likelihood of occurrence	▶ DAF (Fisheries) issues addressed in Appendix K: Aquatic Ecology

Details	Purpose	Key Issues	EIS Response
21 February 2020 Department of Natural Resources, Mines and Energy	▶ Kildonan Road stock route interface	▶ Use of Rainbow Reserve ▶ Potential impact on private land ▶ Realignment of Kildonan Road	▶ Design for the proposed Kildonan Road stock crossing is provided in Chapter 7.
25 February 2020 Department of Natural Resources, Mines and Energy	▶ Stakeholder engagement ▶ Water sourcing and management	▶ Engagement with landowners ▶ Bores and groundwater ▶ Catchment planning ▶ Water markets and trading ▶ Permits and approvals	▶ Proponent commitment to prepare a Project-specific water plan during detail design ▶ Where necessary, construction water rights will be obtained from water markets subject to the relevant water management protocol rules under the relevant water plans or water permits subject to an application process under the <i>Water Act 2000</i> (Qld).
18 March 2020 Teleconference OCG and DAWE	▶ Matters of National Environment Significance (MNES) Reporting	▶ Potential impacts to MNES ▶ Proposed impact avoidance/mitigation measures	▶ Matters of National Environmental Significance Technical Report documents: ▶ Findings of the desktop assessment ▶ Threatened ecological communities, terrestrial flora, aquatic and terrestrial fauna and fauna habitat field observations ▶ Potential impacts as a result of the Project proceeding ▶ Tests of significance for MNES in accordance with Commonwealth guidelines ▶ Species recovery plans ▶ Threat abatement plans ▶ Key residual impacts ▶ Key mitigation measures
12 August 2020 Teleconference DES	▶ Project update ▶ Status of the State Forest Revocation	▶ Status of assessment of the B2G EIS ▶ Status of Land Acquisition ▶ DES assessment progress of ARTC applications for State revocation	▶ Update to reporting of State forest options assessments included in the Project Rationale ▶ Additional reporting on State forest environmental values included in ecology reporting for the EIS
21 September Teleconference QR	▶ QR rail corridor interfaces	▶ B2G Traffic Impact Assessment ▶ ALCAM	▶ Mitigation measures proposed in Section 18.7.2 of Chapter 18: Traffic, Transport and Access of the B2G Draft EIS have been amended to address safety controls at existing level crossings and stakeholder engagement on traffic management plans during construction ▶ ARTC forwarded the updated traffic and transport mitigation measures to QR 22 September 2020.

Details	Purpose	Key Issues	EIS Response
3 November 2020 Teleconference Department of Education	▶ Project Update ▶ Public Notification of draft EIS ▶ Invitation to attend community information sessions during public notification of the draft EIS ▶ Approach to address potential traffic and noise impacts	▶ DoE confirmed their awareness of the of the potential issues for construction and operation of the B2G Project	▶ The agreed approach is to work with the Department of Education during the detail design phase to confirm appropriate noise mitigation measures based on an audit of each affected schools' site layout, to determine the applicability of in-corridor or at-property noise treatments. ARTC has also advised Department of Education about the need for permanent road realignments at Brookstead and Yelarbon and committed to consultation with the Yelarbon and Brookstead communities in the development of more detailed traffic management measures during the detail design phase. ▶ Refer Sections 15.7.2.7 and 15.9.5 of Chapter 15: Social ▶ Refer Sections 6.1.7, 6.3.6, 7.4.1, 8.5.1 and 8.5.7 of Appendix U: Social Impact Assessment Report.
19 November 2020 Meeting Department of Education (Toowoomba)	▶ Noise ▶ Traffic	▶ Noise assessment results based on B2G reference design included in EIS ▶ B2G detail design ▶ School site layout plans and building elevations ▶ Targeted noise monitoring ▶ School site inspections/assessments ▶ Permanent road realignments ▶ Temporary traffic arrangements during construction ▶ EIS and reference design briefings at community information sessions during public notification of EIS	▶ Scheduling and completion of site assessments and targeted noise monitoring at Brookstead and Yelarbon state schools occurring in consultation with DoE ▶ Continue to consult with DoE during detail design in relation to: - Results of targeted noise monitoring - Noise modelling based on detail design - Noise mitigation strategies - Temporary and permanent traffic arrangements.

Details	Purpose	Key Issues	EIS Response
19 November 2020 Meeting Department of Natural Resources, Mines and Energy	▶ Construction water options	▶ Update on status of the B2G EIS ▶ Description of current reporting in the B2G EIS ▶ Reliability of surface water sources ▶ Groundwater sourcing ▶ Water service provider applications ▶ Correctly licensed entitlements ▶ Construction authority exemptions ▶ Consultation with DNRME: detail design, licensing and approvals strategy and preparation of a water plan for construction water sourcing and management	▶ Refer Chapter 5: Project Description, section 5.4.20 ▶ Refer Chapter 3: Legislation and Approvals Process, sections 3.4.5, 3.5.34 and Table 3.5 ▶ Refer construction water commitments in Appendix Z: Proponent Commitments

5.3 New South Wales State Government

5.3.1 Overview of engagement

Since the commencement of phase 1, consultation has been ongoing with the Australian Government and state government departments.

To assist in gaining an understanding of the existing environment, potential impacts and potential mitigation and management measures for the southern section of the proposed B2G alignment and the adjoining North Star to Border (NS2B) project, the Project team has engaged with relevant NSW state government agencies to inform aspects of the EIS.

Much of the consultation with federal and State government elected representatives and agencies has been held at the Inland Rail program-wide level.

Consultation with NSW state government during the reference design phase has been ongoing with:

- ▶ Local Land Services (LLS)
- ▶ Department of Planning, Infrastructure and Environment (DPIE)
- ▶ Environment Protection Agency (EPA)
- ▶ Emergency services
- ▶ Education institutions
- ▶ Transport for New South Wales (TfNSW).

Consultation has focused on Project updates, EIS findings, Inland Rail's proposed mitigations and seeking feedback to inform the EIS.

5.3.2 Feedback and issues raised

Table 5.5 presents the major themes and issues identified by state governments during consultation.

TABLE 5.5 FEEDBACK RECEIVED FROM GOVERNMENT

Issue theme	Issue description	EIS response
Traffic/access	- Impacts on private and public crossings - Impacts on heavy vehicle movements particularly during harvesting and planting times - Impacts of construction and operation on travelling stock reserves	Appendix X: Traffic Impact Assessment
Biodiversity	- Impact on threatened flora and fauna and associated management - Impact assessment during current drought conditions	Appendix J: Terrestrial ecology Technical Report Appendix K: Aquatic Ecology Technical Report Appendix L: Matters of National Environmental Significance Technical Report
Noise	- Impact of noise and vibration during operation - Impacts on NS2B project as result of the workers accommodation and laydown areas - Impacts of seven- day working roster	Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report Appendix T: Operational railway Noise and Vibration Technical Report
Flooding	- Impacts of flooding on construction and operation— Goondiwindi, Boggabilla and Toomelah - Ensuring sufficient footprint for scour protection and flow protection	Appendix Q: Hydrology and Flooding Technical Report
Cultural heritage	Impacts on culturally important locations to be assessed	Appendix W: Non-Indigenous Cultural Heritage Survey Report
Socio-economic/safety	- Impacts on the NS2B project as result of the workers accommodation and laydown areas - Construction hours - Impacts on safety and the need for rail safety education—North Star School - Impacts on emergency services during construction	Appendix U: Social Impact Assessment Report Appendix V: Economic Impact Assessment
Visual amenity	Impacts of operation	Appendix I: Landscape and Visual Impact Assessment Technical Report
Land use/properties	- Impact of property severance - Impacts to farming operations including cattle movements, equipment movements and property severance - Impacts to Travelling Stock Reserves	Chapter 7: Land Use and Tenure

5.4 New South Wales Local Government

5.4.1 Overview of engagement

Since the commencement of phase 1 consultation, Inland Rail has held multiple meetings and briefings with Gwydir Shire Council (GSC) and Moree Plains Shire Council (MPSC).

The purpose of this engagement was to:

- ▶ Inform councils of the NS2B project and the EIS process
- ▶ Facilitate the councils' input into the design development
- ▶ Gain an understanding of technical constraints in the region
- ▶ Gain an understanding of the issues and opportunities currently facing the regions
- ▶ Identify the potential impacts, benefits and mitigation measures for the NS2B project
- ▶ Seek feedback from councils on Inland Rail's proposed mitigations for EIS impacts.

Since July 2018, Inland Rail have held 23 face-to-face meetings with MPSC and GSC, Inland Rail exchanged 23 calls and 53 emails. This has been to present Project updates and EIS findings and seek feedback on the proposal.

5.4.2 Feedback and issues raised

Table 5.6 presents the major themes and issues as identified by the three councils during consultation.

TABLE 5.6 FEEDBACK RECEIVED FROM LOCAL COUNCILS

Issue Theme	Issue Description	EIS Response
GSC and MPSC		
Traffic/access	▶ Impacts on private and public crossings	Appendix X: Traffic Impact Assessment
	▶ Impacts on heavy vehicle movements particularly during harvesting and planting times	
	▶ Consideration of pedestrian safety at crossings—NS2B project	
	▶ Impact on local roads during construction	
	▶ Impact on local roads as a result of the workers' accommodation	
Socio-economic/safety	▶ Concerns for anti-social behaviour during construction and operation	Appendix U: Social Impact Assessment Report
	▶ Impact on water supply due to construction requirements and prolonged drought	Appendix V: Economic Impact Assessment
	▶ Impact of overcapitalisation and potential negative impact on businesses post construction	
	▶ Impacts on emergency services during construction	
	▶ Impacts on local skilled workforce	
	▶ Concern legacy opportunities may be missed	
	▶ Impact on utilities during construction—accommodation	
	▶ Economic benefit	
	▶ Amenity impacts to residential receivers near the proposal	
	▶ Impacts on safety and the need for rail safety education—North Star School	
	▶ Concerns primary contractor may not remunerate local subcontractors	
	▶ Impacts of the workers' accommodation—safety	

Issue Theme	Issue Description	EIS Response
Biodiversity	▶ Impact of weeds and management strategies to prevent spread to neighbouring agricultural properties ▶ Impact on threatened flora and fauna and associated management ▶ Impact of biodiversity offsets	Appendix J: Terrestrial ecology Technical Report Appendix L: Matters of National Environmental Significance Technical Report Appendix N: Environmental Offset Delivery Strategy—Queensland
Noise	▶ Impact of construction ▶ Construction hours	Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report Chapter 5: Project Description
Waste disposal	▶ Impact of construction and workers' accommodation	Chapter 20: Waste Management

5.4.3 Council briefings and meetings

Since the commencement of Stage 1 of consultation in September 2017, ARTC has held multiple meetings and briefings with TRC and GRC.

The purpose of this engagement was to:

- ▶ Report progress to council officers and elected representatives of the B2G reference design and EIS process
- ▶ Facilitate the councils' input into the design development
- ▶ Gain an understanding of the environmental, planning and engineering constraints and opportunities currently in the Project area
- ▶ Develop a working relationship with council officers to identify engineering, planning and environmental impacts, benefits and mitigation strategies during EIS development for implementation during construction and operation
- ▶ Update to TRC on SIA development with a particular focus on local and Indigenous participation, alignment with TRC community initiatives, planned process for development of health and community wellbeing initiatives

5.4.3.1 TRC technical working group meetings

The TRC technical working group was established with the B2G Project team and council officers in September 2017, early in reference design development, and have been held monthly since 2017 and are ongoing. Early meetings focused on reporting reference design and EIS delivery and community engagement activities and outcomes of discussions.

During preparation of the EIS ToR, and as the reference design and EIS progressed, the list of topics discussed expanded to include:

- ▶ EIS and reference design progress updates
- ▶ Community engagement
- ▶ Level crossings
- ▶ Transport, traffic and access (local road interfaces, unformed roads/private property access/drainage)
- ▶ Heavy vehicle permitting
- ▶ Alignment planning in proximity to townships (Southbrook, Brookstead).
- ▶ Property acquisition
- ▶ Water
- ▶ Waste management
- ▶ Hydrology (including Gowrie Creek and Condamine floodplain solution)
- ▶ Ecology
- ▶ Noise assessments, potential impacts and mitigation
- ▶ Potential lighting impacts and management
- ▶ Alignment and technical reviews (for example, level crossings; transport, traffic and access; hydrology)
- ▶ Project construction and operation footprint
- ▶ B2G and Gowrie to Helidon (G2H) project interfaces
- ▶ Communication of employment and business opportunities
- ▶ Lessons learned from TSRC, e.g. Business Advisory Group, need for Procurement Portal earlier rather than later
- ▶ Education of the community on what's involved in building a rail line, e.g. supply opportunities, skills required.

5.4.3.2 TRC elected representative briefings

ARTC reported progress to councillors at key milestones, including:

- ▶ General Project update (6 December 2017)
- ▶ General EIS and reference design development, traffic modelling, property acquisition, sidings, land access to undertake fieldwork (5 June 2018)
- ▶ Briefing on the focused area of investigation (7 November 2018)
- ▶ Presentation of the 70 per cent B2G design (7 March 2019)
- ▶ Hydrology briefing (7 September 2019).

5.4.3.3 TRC and TMR working group meetings

Joint meetings were held with TRC and TMR officers to discuss potential design solutions for road/rail interfaces (27 June 2018, 11 July 2018, 25 July 2018, 19 September 2018, 10 October 2018, 7 November 2018).

5.4.3.4 GRC meetings

Technical meetings with GRC officers and elected representatives were held at key milestones as shown in Table 5.7.

TABLE 5.7 GRC MEETINGS

Details	Purpose	Attendees	Key issues	EIS Response
13 November 2017 Inglewood (meeting)	Project update and technical information gathering	1 GRC ARTC	▶ Introductions ▶ Project overview ▶ GRC technical standards	Chapter 5: Project Description
9 May 2018 Goondiwindi (meeting)	Project update and technical information gathering	1 GRC ARTC	▶ Project update ▶ Traffic counts ▶ Future works and developments ▶ Utilities ▶ Yelarbon and Inglewood communities ▶ Road and bridge standards ▶ Asset ownership for Roads ▶ Road closure/ consolidation process	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment Chapter 5: Project Description
July 2018 Goondiwindi (meeting)	Project update	2 GRC ARTC	▶ Project update ▶ Hydrology ▶ Alignment through Whetstone area ▶ Engagement program	Chapter 5: Project Description
1 August 2018 Inglewood (meeting)	Road/rail interfaces	2 GRC ARTC	▶ Project update ▶ Local roads ▶ Property impacts ▶ Cunningham Highway, Yelarbon realignment ▶ Flooding	Chapter 5: Project Description Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment Chapter 12: Surface Water and Hydrology, Appendix Q1: Hydrology and Flooding Technical Report—Volume I and Appendix Q2: Hydrology and Flooding Technical Report—Volume II
22 August 2018 Goondiwindi (meeting)	Councillor briefing— forestry options	7 GRC ARTC	▶ Costing of alternative alignment through forestry	Chapter 2: Project Rationale
September 2018 Inglewood (meeting)	Design workshop— Yelarbon	5 GRC ARTC	▶ Cunningham Highway, Yelarbon realignment ▶ Local road interface ▶ Business impacts ▶ Property impacts ▶ Engagement program	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment Appendix U: Social Impact Assessment Report and Appendix V: Economic Impact Assessment Chapter 7: Land Use and Tenure Appendix C: Stakeholder Engagement Report

Details	Purpose	Attendees	Key issues	EIS Response
12 September 2018 Goondiwindi (alignment presentation)	Councillor briefing— forestry options	7 GRC ARTC	▶ Alignment through Whetstone area ▶ Engagement program	Chapter 2: Project Rationale Appendix C: Stakeholder Engagement Report
17 October 2018 Goondiwindi (meeting)	GRC design standards	2 GRC ARTC	▶ GRC road design technical standards ▶ Cunningham Highway, Yelarbon	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment
20 November 2018 Goondiwindi (meeting)	Project update	2 GRC ARTC	▶ Focused area of investigation ▶ Property impacts	Chapter 2: Project Rationale Chapter 7: Land Use and Tenure
March 2019 Goondiwindi (meeting)	SIA information gathering	3 GRC ARTC	▶ Social impacts ▶ Worker accommodation ▶ Healthcare ▶ Education	Chapter 15: Social and Appendix U: Social Impact Assessment Report
27 March 2019 Goondiwindi (alignment presentation)	Councillor briefing— 70% design	9 GRC ARTC	▶ Millmerran Inglewood Road ▶ Property impacts ▶ Consultation process ▶ Alignment ▶ Flooding ▶ Yelarbon roads ▶ Noise	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment Chapter 7: Land Use and Tenure Appendix C: Stakeholder Engagement Report Chapter 2: Project Rationale Chapter 12: Surface Water and Hydrology, Appendix Q1: Hydrology and Flooding Technical Report—Volume I and Appendix Q2: Hydrology and Flooding Technical Report—Volume II Chapter 14: Noise and Vibration, Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report and Appendix T: Operational Railway Noise and Vibration Technical Report

Details	Purpose	Attendees	Key issues	EIS Response
21 May 2019 Goondiwindi (meeting)	Traffic impact assessment and constructability	3 GRC ARTC	▶ Traffic impact on state and local roads ▶ Constructability ▶ Material supply ▶ Project timeframes ▶ Noise ▶ Engagement program	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment Chapter 5: Project Description Chapter 14: Noise and Vibration, Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report and Appendix T: Operational Railway Noise and Vibration Technical Report Appendix C: Stakeholder Engagement Report
30 October 2019 Goondiwindi (meeting)	Project reference design and EIS	5 GRC ARTC	▶ Alignment ▶ Millmerran Inglewood Road ▶ Project timeframes ▶ Engagement program ▶ Local roads ▶ Yelarbon ▶ Flooding ▶ Property impacts	Chapter 2: Project Rationale Chapter 5: Project Description Appendix C: Stakeholder Engagement Report Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment Chapter 12: Surface Water and Hydrology, Appendix Q1: Hydrology and Flooding Technical Report—Volume I and Appendix Q2: Hydrology and Flooding Technical Report—Volume II Chapter 7: Land Use and Tenure
5 February 2020 (DNRME joint meeting)	Rail/stock routes interfaces	1 GRC 1 DNRME 2 ARTC	▶ Designs for proposed stock route crossing points and stock route realignments ▶ Administrative process for realigning a stock route	Chapter 5: Project Description Chapter 7: Land Use and Tenure
3 March 2020 Goondiwindi (meeting)	Level Crossings briefing	7 GRC 7 ARTC	▶ Level crossings	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment
27 May 2020 Online (meeting)	Project update – monthly update	2 GRC 3 ARTC	▶ Standard meeting agenda	NA
7 July 2020 Online (meeting)	Road–rail Interface discussions in the Goondiwindi Regional Area	2 GRC 8 ARTC	▶ Level crossing policy ▶ Kildonan Road	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment

Details	Purpose	Attendees	Key issues	EIS Response
23 July 2020 Brisbane (meeting)	Macintyre River flood model review	5 GRC 4 ARTC 3 externals	▶ Approach to Macintyre River flood model development ▶ Data provision on model ▶ Independent reviews ▶ Timeline	Chapter 12: Surface Water and Hydrology, Appendix Q1: Hydrology and Flooding Technical Report—Volume I and Appendix Q2: Hydrology and Flooding Technical Report—Volume II
3 August 2020 Online (meeting)	GRC land tenure impacts introductory meeting	1 GRC 6 ARTC 2 Externals	▶ Council-controlled land and acquisition requirements	Chapter 7: Land Use and Tenure
6 August 2020 Online (meeting)	Discuss Kildonan Rd	2 GRC 5 ARTC	▶ Kildonan Rd design	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment
12 August 2020 Goondiwindi (meeting)	Addressing questions from stakeholders	3 GRC 2 ARTC Various externals	▶ Addressing questions from stakeholders	Appendix C: Stakeholder Engagement Report
1 September 2020 Online (meeting)	Review the interface and requirements between the State Roads and Council Roads in Goondiwindi	2 GRC 3 ARTC 3 TMR	▶ interface and requirements between the State roads and council roads in Goondiwindi	Chapter 18: Traffic, Transport and Access and Appendix X: Traffic Impact Assessment

Table 5.8 presents the major themes and issues as identified by the GRC relating to the southern alignment selection and floodaring impacts during consultation.

TABLE 5.8 FEEDBACK RECEIVED FROM GOONDIWINDI REGIONAL COUNCIL

Issue theme	Issue description	EIS response
GRC specific		
Hydrology and Flooding	- Impacts of flooding on construction and operation—Goondiwindi and Toomelah - Concerns around the OEH hydrology model and data used to develop the Macintyre flood model - Impacts of flooding as a result of levee bank heights in the area - Impacts of proposal on waterflow paths, velocities and afflux levels - Impact of proposal on in-flows to irrigators - Ongoing requests to investigate the community preferred alternate alignment - Impacts of the proposed alignment on neighbouring properties - Concerns there is too much risk associated with the proposed alignment - Strong belief the proposed alignment will be more expensive to construct compared with the community preferred alignment	Appendix Q: Hydrology and Flooding Technical Report
Socio-economic/safety	Impact on economic benefit and opportunity to the Goondiwindi region	Appendix U: Social Impact Assessment Report Appendix V: Economic Impact Assessment Report

5.4.4 TMR working group meetings

TABLE 5.9 TMR MEETINGS

Details	Purpose	Attendees	Key issues
21 November 2018	General technical meeting	TMR	- Project update - Road/rail interface
19 December 2018	General technical meeting	ARTC	- Project update - Road/rail interface
21 January 2019	Project update and technical information gathering	TMR	- Project update - Road/rail interface
30 January 2019	General technical meeting	ARTC	- Project update - Road/rail interface
13 May 2019	General technical meeting	TMR	- Project update - Road/rail interface
22 May 2019	TMR/TRC Drainage Presentation	ARTC	- Project update - Road/rail interface
23 May 2019	Traffic Impact and Constructability Presentation	TMR	- Project update - Road/rail interface
12 June 2019	General technical meeting	ARTC	- Project update - Road/rail interface
1 August 2019	General technical meeting	TMR	- Project update - Road/rail interface
25 September 2019	TMR flooding meeting	ARTC	- Hydrology - Flooding impacts

Details	Purpose	Attendees	Key issues
24 October 2019	Project update and technical information gathering	ARTC	▶ Project update ▶ Road/rail interface
7 November 2019	ALCAM presentation	TMR ARTC	▶ Project update ▶ Road/rail interface
10 March 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
26 June 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
14 July 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
28 July 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
18 August 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
1 September 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
8 September 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface
23 September 2020	General technical meeting	TMR ARTC	▶ Project update ▶ Road/rail interface

5.4.5 Government EIS forums and presentations

Forums were held to present the draft technical assessment methodologies, results and mitigation strategies to federal, state and local government to seek input to progress EIS development. The following tables identifies the key issues raised and the EIS response.

TABLE 5.10 MATTERS OF NATIONAL ENVIRONMENTAL SIGNIFICANCE

Details	Purpose	Key Issues	EIS Response
1 July 2019 Canberra DAWE	▶ ARTC presentation of ecology assessment methodology ▶ Preliminary MNES findings and potential mitigation measures	▶ Aquatic survey, findings and mitigation ▶ Terrestrial assessment, findings and mitigation	▶ Fish and macroinvertebrate surveys undertaken to support aquatic ecology technical assessment ▶ Presence of pest species (goldfish and carp)/panic ▶ Biosecurity sub-plan to be prepared for the project as identified in the Outline EMP in the B2G EIS ▶ Presence of the Murray Cod in the Condamine River ▶ Potential habitat

TABLE 5.11 RECORD OF TRC NOISE MEETING

Details	Attendees	Issue Raised	EIS Response
28 October 2019	6	Alternatives to blasting	Excavation hammering is considered in the construction noise assessment
Toowoomba		Potential quarrying impacts	The EIS proposes material sourcing options including existing quarries and potential future borrow sites. Material source locations have been identified and potential buffer of impact has been identified for sensitive receptors
		Modelling—engines	▶ 2 x locomotives for shorter trains ▶ 3 x locomotives for longer trains
		Modelling—speed	Specific speed profiles used for modelling. Assumes trains stop at passing loops.
		Blasting	Blasting for tunnels accounted for in G2H noise modelling
		Modelling—existing traffic	Existing train movements accounted for in brownfield sections to determine the change effect
		Modelling—train terminals	No terminals proposed for B2G section of the Inland Rail program
		Modelling—stopping locations	Background assumptions made on train stopping locations. Each passing loop provided and modelled. A conservative approach is adopted. 1 in 4 trains stop in 1 hour. Stopping locations is dependent on the traffic through the tunnels
		Modelling—future noise	Modelling of scenarios for 2025 and 2040
		Modelling—train design	The noise modelled uses a range of train lengths/types/heights
		Vegetation screening	Vegetation screening will improve amenity but will not reduce potential noise impact
		Modelling—plant and equipment	The schedule of proposed plant and equipment is documented in the construction noise assessment
		Modelling—track maintenance	Assumptions for track maintenance are not included in the modelling for the operational rail or road noise assessments
		Track design	Trains for the B2G Project will operate on continuously welded track

TABLE 5.12 RECORD OF OCG, TMR AND DES NOISE MEETINGS

Details	Attendees	Issue raised	EIS response
18 October 2019 Brisbane	8	Construction and non-rail operational noise and vibration assessment methodology	▶ B2G EIS terms of reference ▶ Construction noise and vibration: Department of Transport and Main Roads: <i>Transport Noise Management Code of Practice: Volume 2— Construction Noise and Vibration</i> (DTMR, 2016) ▶ Operational road traffic noise: Department of Transport and Main Roads: <i>Transport Management Code of Practice: Volume 1—Road Traffic Noise</i> (DTMR, 2013a) ▶ Compliance with these documents is the method of demonstrating compliance with the General Environmental Duty under the <i>Environmental Protection Act 1994</i> (Qld)
		Access to noise monitoring locations	11 noise monitoring locations identified along the alignment representative of infrastructure/land use for the Project area. Landowner agreement were sought to access sites. If site access was not granted, a site with similar characteristics was identified
		Assessment of agribusiness/livestock	No requirement in the ToR or application guidelines to address potential impact on livestock/animals
		Consideration of seasonal variations	Minimal variation for Project area. Monitoring undertaken on bottom threshold/lower limit.
		Potential impact of quarries	Existing and potential future materials sources identified in the Project Description chapter of the EIS. The EIS is to include the assessment of all critical aspects of the Project. Information for existing quarries obtained from Environmental Authorities. Assessment can be based on potential threshold/ size of operation.
		Potential impact of non-resident workforce accommodation	Noise impacts assessment in Chapter 14 of the B2G EIS
		Potential impact on non-Indigenous cultural heritage	Few remaining non-Indigenous sites remaining within the project area. Most non-Indigenous structures and infrastructure for the existing QR network dismantled and removed. Vibration assessment of remaining non-indigenous cultural heritage. Cultural heritage categorisation does not necessarily equate to being sensitive receptors.
		Potential blasting impacts	EIS assesses the potential impact of blasting to be carried for construction of the proposed B2G Project
		Operational railway noise and vibration—modelling key assumptions	ARTC model provided to SLR for assessment of operational rail noise and vibration for the entire program for the years 2025 and 2040. Assessment based on the worst-case scenario.
		Operational railway noise and vibration—speed	Modelling assumes 80–115km/hr. Speed depends upon traffic, topography and level crossings. No passenger rail proposed for the B2G section of the proposed network.
		Operational railway noise and vibration—level crossings	Worst-case scenario modelled in the B2G noise assessment. Assessment includes air horns at level crossings.
		Operational railway noise and vibration variables	Potential noise impacted by: ▶ Tight radii/geometry of the rail alignment ▶ Train notch settings ▶ Driver behaviour—acceleration/deceleration.

Details	Attendees	Issue raised	EIS response
18 October 2019 Brisbane (continued)		Operational railway noise and vibration—Pittsworth	Consideration of future development—TRC planning scheme review. Meeting held to discuss potential TRC issues 28 October 2019.
		Operational Railway Noise and Vibration—Train Traffic	Modelling based on 25 trains per day. Schedule of train movements included in the operational railway noise and vibration assessment
		Operational railway noise and vibration numerical inputs	Inputs in the noise assessment are rounded up— reason for inconsistency.
		Operational railway noise and vibration—mitigation	Should mitigation be required, ARTC's approach is to investigate the potential for in-corridor solutions as first preference. Should these be found not to be feasible, property noise amelioration is investigated.
		Operational railway noise and vibration—health	ARTC approach is to use more stringent noise criteria
		Operational railway noise and vibration—measures to minimise potential noise impact	Design: ▶ Continuously welded rail ▶ Designed out tight curves Operation: ▶ Maintenance of rollingstock

TABLE 5.13 RECORD OF BRISBANE GOVERNMENT AGENCY FORUM

Details	Attendees	Issue Raised	EIS Response
9 October 2019 Brisbane B2G EIS Forum	DNRME DES	Project alignment—stock routes	Functionality maintained. Rail interfaces discussed with DNRME and GRC and consultation ongoing.
	DAF TMR DATSIP	Project alignment—interfaces with Millmerran Inglewood Road	1 x level crossing 2 x grade separated crossings
		Project alignment—Traversing State Forest	Options assessment and supporting information included in the Project Rationale chapter
		Project alignment—deviation from two-kilometre study area	Intergen is a business stakeholder consulted during preparation of the EIS. Refer Appendix C: Stakeholder Engagement Report of B2G EIS
		Project alignment—access for existing business	Sidings provided for GrainCorp facilities at Brookstead and Yelarbon
		Project alignment—access to quarry material	DAF (Forestry) advised there are existing basalt resources in proximity to the rail corridor
		Project alignment—height of bridges	Structures range in height from 6.0 metres to 7.0 metres
		Construction methodology—construction water sources	Trucking water long distances to construction work sites is ARTC's least preferred option
		Construction methodology—excess material—G2H	The brief for the B2G constructability assessment was to consider the project on its own merits. There is an opportunity to use excess material from the adjoining G2H Project
		Construction methodology—energy	Document energy demand during construction. Reporting required by ARTC as a registered entity for the Infrastructure Sustainability Council of Australia's (ISCA) Infrastructure Sustainability (IS) rating scheme (program assessment of the design phase)
		Aquatic ecology—occurrence of pest species	Mosquito fish detected in watercourses
		Aquatic ecology—key issues	Habitat connectivity is the major ecological issue

Details	Attendees	Issue Raised	EIS Response
9 October 2019 Brisbane B2G EIS Forum (continued)		Surface water—sampling	Sampling undertaken during drought/dry conditions post light rain events. High turbidity, salinity and heavy metals detected in drainage features. Sampling timing representative of seasonal conditions.
		Ecology—methodology	A precautionary approach was adopted using predictive mapping
		Ecology—fauna measures	B2G fauna movement and fencing strategy proposed
		Ecology—rehabilitation and reinstatement	The rehabilitation and landscaping management sub-plan in the EIS Outline EMP is to: ▶ outline issues to be addressed and how these will be managed ▶ demonstrate effectiveness of reinstating soils.
		Ecology—results	Species found in road verges where there is no disturbance as a result of agricultural pressure
		Hydrology—Macintyre River	Hydrology and surface water assessments completed for all catchments from the border to Gowrie and will be included in the B2G EIS. Hydrology and flooding assessment of the Macintyre River to be included in the B2G and NS2B EISs.
		Hydrology—land use	B2G EIS identifies what activities are occurring on private land within and adjacent the Project footprint to assess impacts on land use
		Hydrology—grain silos	Hydrology and flooding assessment to address varying impacts from past flooding events
		Hydrology—existing pipelines	EIS to assess potential impacts on existing pipelines and utilities owned and managed by third-party infrastructure/asset holders. Record of consultation included in Appendix C: Stakeholder Engagement Report.
		Hydrology—culverts	Sizing and number dependent upon flows and potential impacts of periodic inundation. Culvert schedule to be reviewed during detail design.
		Groundwater—data	Data obtained from: ▶ 22 ARTC bores installed as part of geotechnical investigations ▶ 283 existing registered bores. Recommendation to undertake a survey of unregistered bores as part of the detail design phase to further refine impacts and mitigation.
		Groundwater—dewatering	No active dewatering required
		Land resources—disposal of spoil	Disposal of spoil is addressed in the waste chapter and Spoil Management Strategy
		Land resources—contaminated land	Assessment completed using historical aerial photography. Search of the Environmental Management Register—3 lots identified on the register. Protocols included in the soil management sub-plan for discovery of contaminated land.
		Land resources—sodosols	Preliminary information obtained from desktop assessment and geotechnical investigations undertaken for the B2G reference design and EIS
		Landscape and visual assessment—scope	Potential impact should consider future development areas
		Landscape and visual assessment—Condamine floodplain	Distant view of the proposed bridge across the floodplain from the Gore Highway

Details	Attendees	Issue Raised	EIS Response
9 October 2019 Brisbane B2G EIS Forum (continued)		Non-Indigenous cultural heritage—Protest Art	Identified as of state significance under the <i>Cultural Heritage Significance Guidelines</i> (DEHP, 2017). Opportunities for mitigation (subject to consultation with artist): ▶ In-situ preservation ▶ Relocation by the artist ▶ Relocation and use in interpretative information on the ARTC Inland Rail project ▶ Donation to state/local heritage/art bodies (GOMA, Queensland Museum, Millmerran Museum, etc.) ▶ Archival recording and removal.
		Non-Indigenous cultural heritage—mitigation	Potential for discovery of additional heritage places limited as a result of previous disturbance and removal of structures and infrastructure within the QR corridor. Provisions for potential discoveries in the EIS.
		Indigenous cultural heritage—survey	Cultural heritage walkover of burial site adjacent to the Project area within the NS2B section.
		Indigenous cultural heritage—story lines	To date no story lines of relevance to the Project have been raised by Aboriginal Parties
		Land use and tenure—pipeline tenure	Potential interface with pipeline tenures documented in the land use and tenure chapter of the EIS
		Land use—non-resident workforce accommodation	Based on construction methodology, temporary non-resident workforce accommodation will be required in proximity to the alignment in the locality of Millmerran, Inglewood and Yelarbon
		Land use—airports	Potential impact of the Project to be assessed against criteria in the State Planning Policy—strategic airports and aviation facilities
		Land use—construction demobilisation	Land used for temporary construction activities will be reinstated as agreed with the landowner
		Land use—state land	Impacted property list will include state land identified in the land use and tenure chapter of the EIS
		Waste management—in corridor	The B2G EIS waste chapter and waste is to address waste handling and management in the rail corridor
		Waste management—disposal of contaminated material	Onsite reuse, where practically possible Goondiwindi landfill will accept regulated waste Truck movements generated for waste disposal addressed in the traffic impact assessment
		Tenure—Commodore Mine	Mining lease and exploration permits described in Chapter 7: Land Use and Tenure chapter
		Air Quality—Commodore Mine & Millmerran Power Station	Assessment has considered the potential impacts in proximity to Commodore Mine. Limited air quality information (dust monitoring) provided in the environmental authority for Commodore Mine and Millmerran power station. Air quality monitoring will be triggered by negative community feedback. Mitigation to consider rail versus mine contribution.
		Air Quality—passing loops	Location of passing loops identified to minimise potential impacts on sensitive receptors. Staging operation of passing loops to minimise potential impacts on sensitive receptors.

TABLE 5.14 RECORD OF BRISBANE B2G ECONOMIC IMPACT ASSESSMENT

Details	Attendees	Issue raised	EIS response
27 September 2019 Brisbane Meeting	OCG TMR Treasury DSDMIP	Local impacts	Assessed in the B2G EIA
		Darling Downs Regional Plan	Addressed in Section 2 of the B2G EIA
		Impact Assessment Area	Explained in Section 3 of the EIA
		Economic benefit assessment	Consistent with the 2015 Inland Rail business case
		Allens Study	Input for B2G EIA consistent with the business case
		Employment and labour force	Explained in Section 5 of the EIA
		Engagement with business	The B2G SIA and EIA benefit from direct engagement with business
		Description of the economy	Baseline is agriculture; small percentage in mining/ resource sector
		Benefits to towns	Employment for the region described, staging of construction schedule and impact assessment are defined
		Commodities in the supply chain	Consistent with the 2015 Inland Rail business case
		Future linkages	The current project is for the establishment of trunk rail infrastructure. Future linkages will be subject to separate approvals processes.
		Link with Queensland Rail network	Tie-ins proposed with the Western Line and South Western Line
		Origin-destination Demand	Identifies where key business would potentially use the alignment
		Cumulative impact	Commentary provided on slack versus tight labour market that is, similar skills being demanded, scheduling of construction, etc.
		Local labour market	Context provided in the EIA for local labour market (movement from other industries)
		Construction water/energy generation/impacts to landowners	Dealt with in relevant technical chapters. Cross reference provided in EIA.
		National impacts	Program and link benefits
		Drought impacts	Subdued market
		Benefits	Report to emphasise the positive economic benefits

TABLE 5.15 TOOWOOMBA STATE DEVELOPMENT EIS MEETING

Details	Attendees	Issue raised	EIS response
11 September 2019 Toowoomba	2	Impact Assessment Area	Data obtained for SA4s and LGAs
		Consistency with SIA	Relative disadvantage indicator—SIA
		Unintended consequences on other industry	Lesson learnt from CSG projects EIA and SIA to provide a robust understanding of the temporary disruption to the community
		Potential impacts on groundwater	Document potential impacts in the SIA Lessons learnt from New Hope West Moreton mine
		Potential construction impacts	Construction workforce is mobile Potential contraction and expansion of some industries

Details	Attendees	Issue raised	EIS response
11 September 2019 Toowoomba (continued)		Potential impact of construction decommissioning	Lessons learnt from Toowoomba Second Range Crossing. There was a larger than anticipated local content. Document the potential impact on the community post-CAPEX to identify anticipated issues addressing workforce, rental market, spike in rentals, local government road permits/ road closures.
		Potential intermodal links	The current Project is for establishment of the truck infrastructure
		EIA approach	Methodology for assessment of the 13 projects follows the same approach to maintain consistency for the Inland Rail program
		Labour market analysis	Assessment is to be cognisant of the anomalies in data and the differences in the northern and southern sections of the B2G Project area consider how people will respond in the Goondiwindi region
		Potential workforce impacts	Addressed consumption and identified mitigation strategies
		Cumulative impacts	Provided a narrative for why projects have been identified and the methodology adopted. Project list is robust and includes projects that will have a potential environmental and community impact, for example groundwater. Addressed all potential impacts during the Project lifecycle.

TABLE 5.16 TOOWOOMBA REGIONAL COUNCIL EIS FORUM

Details	Attendees	Issue raised	EIS response
3 September 2019 Toowoomba	15	Constructability—height of rail	Height variations Gradient 1 in 8 maximum
		Constructability—construction water requirements	Water demand is based on the proposed construction activities and addressed in the Project Description chapter of the EIS
		Constructability—construction period	3–4 years (estimate)
		Constructability—contractor arrangements	Procurement strategy for the engagement of construction contractor to be prepared
		Hydrology and surface water—potential impacts	Impacts summary in the Hydrology and Flooding Technical Report of the EIS: ▶ Gowrie Creek ▶ Westbrook Creek ▶ Condamine River ▶ Nicol Creek ▶ Bringalily Creek ▶ Native Dog Creek ▶ Cattle Creek ▶ Pariagara Creek ▶ Macintyre Brook ▶ Macintyre River
		Hydrology and surface water—accuracy of hydrology model	ARTC/FFJV engaged with potentially affected landowners to undertake an independent verification of the model from landowner records. Feedback has generally been positive.
		Hydrology and surface water—catchment verification	LiDAR survey undertaken to verify catchments

Details	Attendees	Issue raised	EIS response
3 September 2019 Toowoomba (continued)		Hydrology and surface water—consideration of climate change	Separate afflux mapping included to identify modelled impacts from 12% climate change
		Hydrology and surface water—project elements assessed	Inclusion of proposed rail alignment, road reconfigurations and associated drainage structures (developed case)
		Hydrology and surface water—events modelled	Simulation of ARR 2016 design events for the Existing Case (20%, 10%, 5%, 2%, 1 %, 1 in 2,000, 1 in 10,000 AEP and Probable Maximum Flood (PMF) events)
		Hydrology and surface water—mitigation	Managed risks to avoid potential bottlenecks. Attenuation flows assessed to identify potential impact of the proposal on Yelarbon levy
		Hydrology and surface water—construction water sourcing	The hierarchy of preference for construction water is: ▶ Public surface water storages, i.e. dams and weirs ▶ Permanently (perennial) flowing watercourses ▶ Privately held water storages, i.e. dams, dams or ring tanks, under private agreement ▶ Use of existing sustainable allocated water entitlements/existing registered and licenced bores (under agreement) ▶ Mains water—due to water quality requirements, water for concrete batching will be sourced from local mains supply. Assessment of the suitability of each source will be based on: ▶ Legal access ▶ Volumetric requirement for the activity and source availability ▶ Water quality requirement for the activity ▶ Source location relative to the location of demand.
		Groundwater—management of seepage	Aquifer dewatering/seepage at deep cuts managed in accordance with legislative requirements and/or engineering design (e.g. drainage blankets)
		Groundwater—sourcing	Negotiation for use. Seeking to use existing sustainable allocated water entitlements.
		Groundwater—impacts on existing bores	The groundwater assessment has identified 30 registered bores within the construction footprint. Outline environmental management plan includes mitigation strategies.
		Groundwater—impact assessment area	1 km from centreline on either side of the proposed rail corridor
		LVIA—assessment area	10 km on either side of the proposed rail corridor targeting surrounding elevated areas
		LVIA—Yelarbon	Addressed introduction of infrastructure on the character of Yelarbon
		LVIA—Brookstead Visualisation	EIS to address: ▶ Design and textural structural solutions for embankment ▶ Entrance to Brookstead ▶ Functionality of structure vs visual amenity ▶ Opportunities for treatments (maintenance and treatments) ▶ Amended traffic data.
		LVIA—Gowrie Mountain	Visualisation based on 1.8 km train

Details	Attendees	Issue raised	EIS response
3 September 2019 Toowoomba (continued)		L VIA—Pittsworth	Alignment traverses the outskirts of Pittsworth to avoid potential amenity impacts that would have resulted from upgrade to current alignment. Section of the proposed alignment in cut and partially screened from view of Pittsworth residents.
		Non-Indigenous Cultural heritage	Protest art recognised at Yandilla recognised as 'place of State heritage value'.
		Cumulative impacts—social services	Minimal potential impacts on most services during construction because non-resident accommodation will be self-sufficient. Existing health facilities will not have adequate facilities to respond to serious cases. Ongoing consultation with emergency services, i.e. QFES, Ambulance, LifeFlight, SES and hospitals through Queensland Health.
		Cumulative impacts—G2H and NS2B Interfaces	Hard assessment area boundary for operational railway noise assessment
		Cumulative impacts—traffic and transport	The EIS identifies projects in the region that share competing timeframes for Traffic impact assessment
		Cumulative impacts—Inland Rail projects	Project scheduling and resource sharing
		Air quality—addressing seasonal variations	Assessment adopted a conservative approach modelling maximum 24-hr limits

TABLE 5.17 TOOWOOMBA GOVERNMENT AGENCY EIS FORUM

Details	Attendees	Issue raised	EIS response
15–16 August 2019 Toowoomba	Day 1: 22 Day 2: 12 Premier and Cabinet DAF DNRME TRC Department of Education TMR	Ecology—What databases are used in the assessment?	▶ Project fieldwork ▶ Historical records ▶ Research and published reports ▶ Assessment continually updated as new data received.
		Ecology—Is the same methodology applied to terrestrial and aquatic assessments?	▶ Methodology consistent for terrestrial and aquatic ecology reporting
		Ecology—Terrestrial and aquatic impact assessment areas and surveys	▶ Terrestrial—1.0 km from the edge of the disturbance footprint ▶ Aquatic—2.0km from the disturbance footprint ▶ 4 aquatic survey events (48 sites) ▶ 2 targeted terrestrial survey events and opportunistic surveys carried out as part of the B2G geotechnical program from beginning of 2017–September 2018 ▶ Modelling allows assessment to be made outside of these areas (model continually updated based on data updates) ▶ Details of aquatic ecology survey locations in aquatic ecology report of the EIS
		Surface Water and Hydrology—Maintenance of culverts?	▶ ARTC responsibility
		Surface Water and Hydrology—Ownership of rail corridor	▶ Construction Authority/ TMR/ ARTC sub-lease

Details	Attendees	Issue raised	EIS response
15–16 August 2019 Toowoomba (continued)		Surface Water and Hydrology— Model?	▶ Ancillary road infrastructure brought into the model ▶ Flood modelling change to existing structures ▶ No specific reporting of impacts on roads
		Surface Water and Hydrology— Consider soil conservation plans	Impacts are localised and differ across the Project
		Surface Water and Hydrology— Impact on groundwater bores?	▶ Ongoing consultation with landowners to identify potential impacts in EIS groundwater chapter ▶ Mitigation provided in OEMP
		Surface Water and Hydrology— Identification of impacts	Impact maps showing velocities provided in EIS
		Surface Water and Hydrology— Condamine floodplain solution	▶ Proposed corridor (2.0 m height) on the brownfield alignment ▶ Bridge (approx. 6.0 km and 554 culvert cells) ▶ 20% box culverts and 2.1 m pipes. ▶ Waterway barrier works (WWBW) assessment completed. Oversized culverts provided. ▶ Design allows for freeboard
		Waterway barrier works	▶ ARTC met with Fisheries to discuss feedback on aquatic ecology report and the approach for addressing ▶ WWBW approvals 4 November 2019.
		LVIA—impacts of potential lighting on rural landscapes	▶ Permanent lighting to be provided for road realignments (e.g. Brookstead) to address safety guidelines and standards
		LVIA—Fencing	▶ Different solutions proposed depending on circumstances, pest, security ▶ Fauna movement and fencing strategy appended to ecological technical assessment
		LVIA—Cultural heritage landscapes	▶ Assessment addresses cultural heritage landscapes
		Land resources—Assessment of existing contamination	▶ Desktop assessment completed
		Land resources—Assessment of biosecurity	▶ Construction risk
		Land resources—Potential impact of salinity	▶ Rail construction on formation—low risk
		Air quality—how far is modelling extended beyond project boundaries	▶ 2 km from northern and southern extent of the proposed B2G alignment
		Air quality—modelling	▶ Modelling of air quality undertaken for the northern extent—G2H interface
		Noise—assessment of potential impact on animal husbandry	▶ Construction noise and vibration impacts assessed. Vibration assessment based on potential structural impacts

Details	Attendees	Issue raised	EIS response
15–16 August 2019		Noise—assessment of potential impacts on heritage buildings	▶ Vibration assessment based on more stringent criteria
Toowoomba (continued)		Noise—assessment of potential impacts on roads	▶ Assessment of potential operational impacts as a result of proposed road alignments
		Noise—potential Impacts on state schools	▶ Long-term impacts assessed based on specific noise criteria. ▶ Assessment of noise impacts as a result of the reference design to identify exceedances. ▶ Site specific mitigation, if required, is to be based on architectural plans and audit of site layout during detail design.
		Noise—cumulative impact of road and rail	Sensitive receptors perceive and respond to road traffic and railway noise differently, hence the application of separate and different noise criteria and management principles
		Noise—operational railway noise and vibration assessment methodology	Assessment undertaken with consideration of the TMR <i>Interim Guideline—Operational Railway Noise and Vibration</i> (DTMR, 2019a) and ARTC noise and vibration management approach for the Inland Rail Project. ARTC approach: ▶ More stringent railway noise criteria ▶ Enhanced protection for night-time when potential for impact can be greater ▶ Considered to be best for community outcomes ▶ Will ensure rail noise is managed equitably for all sensitive receptors.
		Noise—monitoring locations	▶ 11 baseline noise monitoring sites ▶ Sites chosen as representative of various land use scenarios and sensitive receptors along the proposed B2G alignment ▶ 4 vibration monitoring locations ▶ Very little difference detected between monitoring locations
		Stock routes—consultation	▶ No travelling stock routes will be closed. ARTC has consulted with GRC and DNRME in relation to interfaces with proposed B2G alignment.
		Waste management	Key management measures: ▶ Assessment of reuse opportunities ▶ Agreements to access waste management facilities ▶ ISCA tracking credits.
		Cumulative impacts— approach	▶ Cumulative impact addressed for each discipline and in the standalone chapter of the EIS

5.4.6 Landowner meetings

5.4.6.1 Targeted workshops (reference design)

Targeted technical workshops held with landowners and representatives of the community were held to:

- ▶ Obtain input into the B2G reference design and alignment planning
- ▶ Identify planning, construction and operational road access requirements
- ▶ Gather feedback about public road/rail interfaces
- ▶ Assess the potential project hydrological and flooding impacts of the catchments within the Project area.

TABLE 5.18 TARGETED WORKSHOPS AND EIS RESPONSE

Details	Purpose	Attendance	Key issues	EIS response
18 June 2018 Brookstead (workshop)	To determine alignment through Brookstead area	20	▶ Impacts on private property and agricultural land ▶ Noise and vibration—residents and school ▶ Impacts on business operations ▶ Changes to local roads	▶ B2G reference design ▶ Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix T: Operational Railway Noise and Vibration Technical Report
27 June 2018 Pampas (workshop)	To gather feedback to inform the design of the local road changes required in Pampas	10	▶ Hydrology impacts ▶ TMR requirements for intersection ▶ Grade separation ▶ Noise and vibration ▶ Visual amenity ▶ Pedestrian access ▶ Access to Pampas Hall and fire brigade shed ▶ Road safety ▶ Size of level crossing ▶ Fencing ▶ Traffic	▶ B2G reference design ▶ Appendix X: Traffic Impact Assessment ▶ Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix I: Landscape and Visual Impact Assessment ▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report)
27 August 2018 Pampas (workshop)	To present the proposed local road design	6	▶ Grade separation ▶ TMR requirements for intersection ▶ Location of level crossing ▶ Noise and vibration ▶ Visual amenity ▶ Hydrology ▶ Pedestrian access ▶ Fencing	▶ B2G reference design ▶ Appendix X: Traffic Impact Assessment ▶ Appendices S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix I: Landscape and Visual Impact Assessment ▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report)

Details	Purpose	Attendance	Key issues	EIS response
21 January 2019 Brookstead (workshop)	To gain feedback about potential road changes in the Brookstead area	8	▶ Changes to local roads ▶ Maintaining access to and between properties ▶ Maintaining efficient and effective business operations ▶ Maintaining ability to move large farming equipment and trucks ▶ Seasonal traffic ▶ Proximity/impacts to homes and farming operations ▶ Road surface treatments ▶ Fencing ▶ Waterflow	▶ B2G reference design ▶ Road realignment planning ▶ Appendix X: Traffic Impact Assessment
11 February 2019 Toowoomba (workshop)	Share information about flood modelling process and results for Westbrook Creek, Dry Creek and Gowrie Creek	8	▶ Changes to water flow ▶ Culvert size, shape, amount, location and flow rate ▶ Structures—sizes (height, length) and ability to construct ▶ Future urban development impacts ▶ Impacts to property infrastructure (bores, pumps and so on) ▶ Concerns about what happens if the water behaves differently to what the model expects ▶ Concerns about erosion ▶ Concerns about water from access roads	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Appendix R: Groundwater Technical Report ▶ Requirement to prepare erosion and sediment control plans, soil management sub-plan and surface water management sub-plan as specified in the EIS Outline EMP
18 March 2019 Toowoomba (workshop)	Share information about flood modelling process and results for Westbrook Creek, Dry Creek and Gowrie Creek	10	▶ Changes to water flow ▶ Culvert size, shape, amount, location and flow rate ▶ Structures—sizes (height, length) and ability to construct ▶ Future urban development impacts ▶ Impacts to property infrastructure (bores, pumps and so on) ▶ Concerns about what happens if the water behaves differently to what the model expects ▶ Concerns about erosion ▶ Concerns about water from access roads	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Appendix R: Groundwater Technical Report ▶ Requirement to prepare erosion and sediment control plans, soil management sub-plan and surface water management sub-plan as specified in the EIS Outline EMP

5.4.7 Community consultative committees

In December 2017, ARTC established two community consultative committees (CCCs) for the B2G Project.

The IDD CCC covers the federal electorate of Groom within the broad project area—the towns of Brookstead, Pittsworth, Southbrook, Gowrie and Toowoomba.

The SDD CCC covers the Federal electorate of Maranoa within the broad Project area—the towns of Goondiwindi, Yelarbon, Inglewood, Canning Creek, Oman Ama, Bringalily, Millmerran, and Brookstead.

The purpose of the CCCs is to:

- ▶ Facilitate broader community involvement in the Project
- ▶ Seek community feedback and input to Project outcomes
- ▶ Increase awareness and understanding for the Project by providing communities with 'one-point of call' for Project information
- ▶ Act as a conduit between the Project team and the community to provide information or address issues and concern.

While the committees are not be decision-making bodies, the input and feedback received will result in projects that better address community issues and concerns during planning and design.

The two-year tenure of the four initial Queensland CCCs, including the SDDCCC and IDDCCC, concluded in January 2020. Nominations for new members was sought and nominees were assessed by an independent consultant. New members were appointed in February 2020 and will continue until the Project has gained statutory approval.

Details of the issues raised/topics presented in the meetings and how the matters have been addressed in the EIS are shown in Table 5.19 and Table 5.20.

TABLE 5.19 IDD CCC MEETING DETAILS

Details	Purpose	Attendance	Key issues	EIS response
14 December 2017 Pittsworth	Project update	12 members	▶ Project update—timeframes ▶ Review of Interim Charter ▶ Black soil rail construction viability ▶ Hydrology ▶ Alignment route ▶ Impacts to ground water ▶ Visual amenity ▶ Social impacts ▶ Impacts on emergency services and school busses ▶ Carbon emissions ▶ Train frequency ▶ Preference for grade separations ▶ Air quality ▶ Noise ▶ Procurement—local ▶ Property values/impacts ▶ Condamine floodplain ▶ ToR ▶ IAS ▶ Benefits ▶ Native title process ▶ General business ▶ Future meetings	▶ Assessment of impacts on land resources (Chapter 8) ▶ Appendix Y: Spoil Management Strategy ▶ B2G Reference Design ▶ Appendix I: Landscape and Visual Impact Assessment Technical Report ▶ Appendix R: Groundwater Technical Report ▶ Appendix U: Social Impact Assessment Report ▶ Appendix O: Air Quality Technical Report ▶ Appendices S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix T: Operational Railway Noise and Vibration Technical Report ▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ B2G IAS completed 2 March 2018 ▶ Final B2G EIS ToR issued by OCG 6 November 2018 ▶ Land acquisition is discussed in Chapter 7: Land Use and Tenure and Appendix U: Social Impact Assessment Report

Details	Purpose	Attendance	Key issues	EIS response
6 March 2018 Pittsworth	Project update	12 members	▶ Project update ▶ IAS ▶ EIS update ▶ Hydrology update ▶ Engagement update ▶ Impacts to Pittsworth ▶ General business	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report)
10 April 2018 Brookstead	Condamine floodplain crossing study	22 members (combined with SDD CCC)	▶ Project update ▶ Condamine floodplain crossing study methodology ▶ B2G engagement program ▶ General business	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Implementation of extensive stakeholder consultation program to support reference design and EIS development
22 May 2018 Brookstead	Draft ToR	23 members (combined with SDD CCC)	▶ Project update ▶ Draft Terms of Reference ▶ Property access process ▶ General business	▶ Final EIS ToR issued by OCG 16 November 2018 ▶ Land acquisition (Chapter 7: Land Use and Tenure and Appendix U: Social Impact Assessment Report)
4 September 2018 Southbrook	Project update and focused area of investigation	14 members	▶ Project update ▶ EIS update ▶ Hydrology update ▶ Mental health ▶ Weed management ▶ Engagement update ▶ General business	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Appendix U: Social Impact Assessment Report ▶ Biosecurity management sub-plan included in the EIS Outline Environmental Management Plan (Chapter 22: Outline Environmental Management Plan)
8 November 2018 Kingsthorpe	Project update, focused area of investigation and Condamine	12 members	▶ Project update ▶ Focused area of investigation—design development ▶ Condamine Floodplain ▶ Noise ▶ Engagement update ▶ SIA community survey ▶ Social impacts and benefits ▶ Compensation ▶ Agistment	▶ Assessment of hydrology and flooding impacts (Appendix Q1 or Q2: Hydrology and Flooding Technical Report) ▶ B2G reference design ▶ Appendices S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix T: Operational Railway Noise and Vibration Technical Report ▶ A copy of the SIA community survey is provided in Annexure G of this stakeholder engagement report and the SIA in Appendix U: Social Impact Assessment Report ▶ The land acquisition process is discussed in Chapter 7: Land Use and Tenure and Appendix U: Social Impact Assessment Report

Details	Purpose	Attendance	Key issues	EIS response
27 February 2019 Southbrook	Project update, Westbrook/Gowrie/Dry Creek hydrology, Social Impact Assessment and Public Roads Crossings	7 members	▶ Independent technical advice ▶ Project update ▶ Westbrook, Dry and Gowrie Creek flood modelling ▶ Public road crossing design update ▶ Environment update ▶ Social Impact Assessment update ▶ Engagement update ▶ Regional benefits ▶ Property update	▶ Independent technical review of hydrology and flooding impact assessment ▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ B2G reference design ▶ Appendix U: Social Impact Assessment Report
11 June 2019 Biddeston	Project update, G2H update, engagement for the release of the alignment	11 members	▶ Review of the CCC Charter ▶ Toowoomba Regional Council presentation ▶ Project update ▶ Hydrology ▶ Route selection ▶ Acquisition process ▶ Social Impact Assessment update ▶ Local procurement ▶ Air quality ▶ Operations ▶ G2H update	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Route selection and options assessment is discussed in Chapter 2: Project Rationale ▶ The land acquisition process is discussed in Chapter 7: Land Use and Tenure and Appendix U: Social Impact Assessment Report ▶ Appendix U: Social Impact Assessment Report ▶ Consultation with local business is addressed in Section 4.1.7 of this stakeholder engagement report
17 September 2019 Pittsworth	Project update and reference design	14 members	▶ Project update (proposed project footprint, road/rail interfaces, rail alignment) ▶ Route selection ▶ Property impacts ▶ Groundwater ▶ Noise and vibration methodology ▶ Land resources ▶ Fauna and flora ▶ Project costings	▶ B2G reference design presented in Volume 3 of the EIS ▶ Route selection and options assessment is discussed in Chapter 2: Project Rationale ▶ Property impacts are addressed in Appendix U: Social Impact Assessment Report ▶ Groundwater is addressed in Appendix R of the EIS ▶ Appendices S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix T: Operational Railway Noise and Vibration Technical Report ▶ Assessment of the project's potential impact on land resources is addressed in Chapter 8: Land resources of the EIS and the spoil management mitigation strategy presented in Appendix Y: Spoil Management Strategy to the EIS ▶ Assessment of the Project's potential impact on flora and fauna is addressed in Chapter 10: Flora and Fauna and Appendix J: Terrestrial Ecology Technical Report, Appendix K: Aquatic Ecology Technical Report and Appendix L: Matters of National Environmental Significance Technical Report

Details	Purpose	Attendance	Key issues	EIS response
5 December 2019 Gowrie Junction	Project update and groundwater and soils presentation	11 members	▶ Project update ▶ Senate enquiry ▶ Flythrough video ▶ EIS status ▶ Groundwater and soil	▶ Groundwater is addressed in Appendix R of the EIS
5 May 2020 Online	Project update, flood panel review and route review	13 members	▶ Welcome new committee ▶ Project update ▶ COVID 19 impact ▶ Independent Flood Panel review ▶ CCC Resources	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report)
23 June 2020 Online	Project update, flood panel review and route review, project benefits	13 members	▶ Project update ▶ Route review and flood panel (Department of Infrastructure, Transport, Regional Development and Communications) ▶ Cultural heritage update ▶ Pittsworth grade separation presentation ▶ Project benefits update	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Alternative forestry alignments options assessment addressed in Chapter 2: Project Rationale. ▶ Assessment of potential traffic impacts addressed in Appendix X: Traffic Impact Assessment.
25 August 2020 Pittsworth	Office of the Coordinator General presentation on EIS process and Department of Infrastructure, Transport, Regional Development and Communication s presentation on Flood Panel review and route review	13 members	▶ Project update ▶ EIS process (Office of the Coordinator General) ▶ Route review and flood panel (Department of Infrastructure, Transport, Regional Development and Communications) ▶ Construction pack development	▶ Alternative forestry alignments options assessment addressed in Chapter 2: Project Rationale.

TABLE 5.20 SDD CCC MEETING DETAILS

Timing	Purpose	Attendance	Key issues	EIS response
13 December 2017 Inglewood	Project update	11 members	▶ Member introductions ▶ Project update—timeframes ▶ Review of Interim Charter ▶ General business ▶ Future meetings	▶ Not applicable
7 March 2018 Millmerran	Project update	13 members	▶ Agreed charter ▶ Project update ▶ Project update ▶ EIS process ▶ Social media guidelines ▶ Existing rail corridor	▶ Community information sessions

Timing	Purpose	Attendance	Key issues	EIS response
10 April 2018 Brookstead	Condamine floodplain crossing study	22 members (combined with IDD CCC)	▶ Project update ▶ Condamine floodplain crossing study methodology ▶ B2G engagement program ▶ General business	▶ Assessment of hydrology and flooding impacts (Appendix Q: Hydrology and Flooding Technical Report)
22 May 2018 Brookstead	Draft ToR	23 members (combined with IDD CCC)	▶ Project update ▶ Draft Terms of Reference ▶ Property access process ▶ General business	▶ The final ToR was issued by OCG 16 November 2018 ▶ The land acquisition process is addressed in Chapter 7: Land Use and Tenure and Appendix U: Social Impact Assessment
September 2018 Yelarbon	Project update	10 members	▶ Design development ▶ Flooding and hydrology ▶ EIS ▶ Condamine floodplain crossing ▶ Communication update ▶ General business ▶ Next meeting	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report)
November 2018 Brookstead	Project update	19 members (combined with IDD CCC)	▶ Condamine floodplain crossing ▶ Focused area of investigation ▶ Communication update ▶ General business ▶ Next meeting	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ B2G reference design
21 March 2019 Inglewood	Project update	9 members	▶ Review of CCC Charter ▶ Design update ▶ Environment and EIS update ▶ Engagement update ▶ Independent review of Condamine floodplain modelling ▶ SIA ▶ General business ▶ Next meeting	▶ B2G reference design ▶ The EIS process is addressed in Chapter 3: Legislation and Project Approvals Process ▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ The SIA is presented in Appendix U: Social Impact Assessment Report

Timing	Purpose	Attendance	Key issues	EIS response
13 June 2019 Millmerran	Project update	11 members	▶ Ratification of updated CCC Charter ▶ Design update ▶ Hydrology update ▶ Environment and EIS update ▶ Engagement update ▶ SIA ▶ Independent review of hydrology ▶ General business ▶ Next meeting	▶ B2G reference design ▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ The SIA completed for the project is presented in Appendix U: Social Impact Assessment Report ▶ Independent technical review of hydrology and flooding impact assessment has been undertaken
18 September 2019 Inglewood	Project update	11 members	▶ NS2B update ▶ Design update ▶ Environmental and EIS update ▶ Noise and vibration assessment methodology ▶ Social performance update ▶ Engagement update ▶ General business ▶ Next meeting	▶ Appendix S: Construction Noise and Vibration and Operational Road Traffic Noise Technical Report ▶ Appendix T: Operational Railway Noise and Vibration Technical Report ▶ ARTC consultation with social service providers and social performance strategies have been incorporated in the SIA included in Appendix U: Social Impact Assessment Report ▶ The extensive consultation strategy to support reference design and EIS development is presented in this stakeholder engagement report
11 December 2020 Millmerran	Project update	11 members	▶ NS2B update ▶ B2G design and EIS update ▶ Floodplain review ▶ Property overview ▶ Doing business with Inland Rail	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Engagement with business for the Project is summarised in Section 4.1.10 of this report.

Timing	Purpose	Attendance	Key issues	EIS response
28 July 2020 Yelarbon and Online	Project update	10 members	▶ Project update ▶ EIS process (Office of the Coordinator General) ▶ Route review and flood panel (Department of Infrastructure, Transport, Regional Development and Communications) ▶ Community capacity building and skills development workshops ▶ Property acquisition	▶ Assessment of hydrology and flooding impacts (Appendix Q1 and Q2: Hydrology and Flooding Technical Report) ▶ Route selection and options assessment is discussed in Chapter 2: Project Rationale ▶ ARTC consultation with training providers addressed in Appendix U: Social Impact Assessment.

5.4.8 Community information sessions

ARTC has held 60 community information sessions, which were held between October 2017 and September 2020, including a round of community information sessions regarding the EIS process, the B2G Project description and the Draft ToR in May and June 2018.

The community information sessions were advertised in local newspapers, on posters placed on community noticeboards throughout the study area, via emails to registered stakeholders and information provided on the ARTC Inland Rail website.

All stakeholders in the Project study area received letters informing them of the Draft ToR display and inviting them to attend community information sessions.

In addition to the information sessions hosted by ARTC, the team staffed display stands at six local events.

TABLE 5.21 COMMUNITY INFORMATION SESSIONS

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
20 October 2017 Gowrie	Advise of route selected by Australian Government	81	▶ Property severance ▶ Flooding and Condamine crossing ▶ Noise ▶ Coal trains and dust ▶ Tunnel ventilation outlet ▶ Impact of noise and amenity ▶ Interfacing with the Toowoomba Second Range Crossing
21 October 2017 Southbrook	Advise of route selected by Australian Government	130	▶ Concerns that determined route via Wellcamp is the result of political interference/considerations and influence of the Wagners ▶ Strong desire to see narrowed rail corridor before EIS ▶ Support for the State Forest route ▶ Concerns coal trains from NSW will use Inland Rail through Millmerran ▶ Impact on property value and ability to sell property during planning and approval process ▶ timing of property acquisition and process ▶ No trust in the Government decision or the Project Reference Group process ▶ Interest/questions around the Yelarbon to Gowrie corridor options and costings and design elements
21 October 2017 Millmerran	Advise of route selected by Australian Government	68	▶ Concerns about determined route through the Condamine floodplain ▶ Black soil ▶ Ground conditions ▶ Lack of detailed engineering to date ▶ Support for a route through the State forest ▶ Impact on property value and ability to sell property during planning and approval process ▶ Timing of property acquisition and process ▶ No trust in the government decision or the PRG process ▶ Push to make greater use of existing rail track and corridors
25 October 2017 Inglewood	Advise of route selected by Australian Government	49	▶ Lack of thorough investigation of the forestry option rather than the use of freehold land south of the forestry ▶ Dissatisfaction with the PRG process and that their views had not been considered ▶ Property impacts ▶ Flooding ▶ Black soil construction ▶ Noise ▶ Concerns that determined route is the result of political interference/considerations ▶ Why the Minister or representatives of the Minister's office were not in attendance

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
26 October 2017 Yelarbon	Advise of route selected by Australian Government	24	▶ Length of trains ▶ The speed at which trains might travel ▶ Opportunities for businesses to use Inland Rail to transport their inputs and produce ▶ Suggestion that the Karara/Felton option would be a better choice of alignment.
28 October 2017 Pittsworth	Advise of route selected by Australian Government	98	▶ The Project alignment with particular reference to the route via Wellcamp Airport ▶ The route selection process ▶ Property impacts ▶ Project funding ▶ Construction on the Condamine Floodplain and impacts on flooding ▶ Noise ▶ Community consultation—at present and during the PRG process
28 October 2017 Brookstead	Advise of route selected by Australian Government	52	▶ Route selection process ▶ Location of the 2 km study corridor ▶ Impacts on the Condamine floodplain and flooding ▶ The environmental planning and approval process ▶ Community consultation
13 November 2017 Pittsworth	Advise of route selected by Australian Government	26	▶ Allowable distance between a house and rail ▶ Community consultative committees ▶ Impact on rural lifestyle
15 November 2017 Inglewood	Advise of route selected by Australian Government	22	▶ Route selection process ▶ Flooding ▶ Impacts on property value and farm operations. ▶ Previous consultation ▶ Other Australian Government projects, including the radioactive waste dump
16 November 2017 Millmerran	Advise of route selected by Australian Government	31	▶ Property impacts, specifically about purchasing property and making property improvements ▶ Environmental impacts including on endangered fauna ▶ Warwick route
16 November 2017 Yelarbon	Advise of route selected by Australian Government	13	▶ Property impacts ▶ Width of the corridor and whether the existing corridor will need to be widened ▶ Noise impacts ▶ Crossings
18 November 2017 Gowrie	Advise of route selected by Australian Government	37	▶ Why the corridor crosses on the eastern side of Gowrie Mountain ▶ Impacts on property value

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
18 November 2017 Southbrook	Advise of route selected by Australian Government	63	- Impacts on property value and loss on earnings - Flooding and hydrology - CCCs - Social impacts - Forestry route
21 November 2017 Brookstead	Advise of route selected by Australian Government	27	- The impost on stakeholder's time to engage with the EIS process - Water—flooding and as a valuable resource - How compensation/make good measures will be implemented if the Project affects farm infrastructure (dams, sheds, irrigation) - Timing of properties being ruled out as impacted - How local procurement and content policies will work.
19 April 2018 Millmerran	Condamine floodplain crossing	30	- Flooding - Property impacts
21 April 2018 Brookstead	Condamine floodplain crossing	35	- Flooding - Property impacts
23 May 2018 Yelarbon	Draft Terms of Reference (ToR)	14	- Discussion around draft ToR - Rail corridor alignment - Concerns over the highway crossing—height and location
24 May 2018 Inglewood	Draft ToR	21	- Discussion around draft ToR - Rail corridor alignment - Study area being moved further north to avoid direct impact on properties
29 May 2018 Millmerran	Draft ToR	12	- Discussion around Draft ToR - Condamine floodplain crossing study - Rail corridor alignment
31 May 2018 Southbrook	Draft ToR	30	- Discussion around Draft ToR - Rail corridor alignment
5 June 2018 Pittsworth	Draft ToR	15	- Discussion around Draft ToR - Draft ToR submission process - Rail corridor alignment - Concerns over any impact to the proposed Solar Farm development

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
6 June 2018 Gowrie Junction	Draft ToR	20	▶ Discussion around Draft ToR ▶ Property impact around the Gowrie Mountain area ▶ Noise ▶ Rail corridor alignment ▶ Concerns over flooding and rainwater run-off from Gowrie Mountain ▶ G2H Project
7 June 2018 Brookstead	Draft ToR	8	▶ Discussion around Draft ToR ▶ Draft ToR submission process ▶ Condamine floodplain crossing study ▶ Rail corridor alignment
10 November 2018 Pittsworth	Focused area of investigation Public road crossings Condamine alignment hydrology	35	▶ Compensation/acquisition ▶ One-on-one meeting with 14 directly affected landowners ▶ Road/rail interface ▶ Interest in what will be transported—dangerous goods, etc. ▶ Noise impacts/wind monitoring ▶ Westbrook flood modelling
10 November 2018 Millmerran	Focused area of investigation Public road crossings Condamine	21	▶ Condamine floodplain crossing design—request for full viaduct ▶ Concerns about culvert blockage ▶ Level crossings ▶ Impact on bus routes ▶ Impacts on specific properties
13 November 2018 Toowoomba	Focused area of investigation Public road crossings	19	▶ Compensation/early acquisition ▶ One-on-one meeting with 6 directly affected landowners ▶ Road/rail interface ▶ Condamine solution ▶ Property feedback ▶ Noise impacts ▶ Westbrook flood modelling
13 November 2018	Focused area of investigation Public road crossings	22	▶ Compensation/acquisition ▶ Noise, vibration and visual amenity ▶ Property values (perceived decrease) ▶ One-on-one meeting with directly affected landowners—property feedback ▶ Road/rail interface—particularly the Warrego Highway crossing ▶ Dry Creek and Gowrie Creek flood modelling

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
14 November 2018 Southbrook	Focused area of investigation Public road crossings	20	▶ Compensation/acquisition—questions about how compensation works for dams and the water in them, and reimbursements and tax implications of early acquisition vs compulsory acquisition ▶ Noise, vibration and visual amenity ▶ Property values (perceived decrease) ▶ One-on-one meeting with directly affected landowners—property feedback ▶ Road/rail interface—particularly the Brimblecombe Road, Geitz Road and Linthorpe Road ▶ Dry Creek, Westbrook Creek and Gowrie Creek flood modelling
14 November 2018 Brookstead	Focused area of investigation Public road crossings Condamine	20	▶ Condamine floodplain crossing design—request for full viaduct ▶ Concerns about erosion from culverts ▶ Level crossings ▶ Rail alignment through Brookstead ▶ Impacts on specific properties ▶ Social impact
20 November 2018 Inglewood	Focused area of investigation Public road crossings	11	▶ Impacts on specific properties—alignment and level crossings ▶ Property acquisition and compensation ▶ Positive feedback from landowners on shifting alignment to the north through Inglewood area ▶ Noise
21 November 2018 Yelarbon	Focused area of investigation Public road crossings	17	▶ Impacts on specific properties—alignment and level crossings ▶ Property acquisition and compensation ▶ Highway realignment near Yelarbon ▶ Noise
18 February 2019 Toowoomba	Information gathering on public road crossings	5	▶ Noise mitigation ▶ Passenger trains ▶ Engagement with peak bodies ▶ Seeking general Project updates
19 February 2019 Brookstead	Information gathering on public road crossings	13	▶ Positive about the Project ▶ Safety ▶ Tendering ▶ Would like the removal of level crossings ▶ Effect of Gore Highway upgrade on Brookstead

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
19 February 2019 Pittsworth	Information gathering on public road crossings	11	▶ Positive about the Project ▶ Stacking distances and slip lanes ▶ General design questions ▶ Noise and vibration ▶ Condamine floodplain solution
19 February 2019 Southbrook	Information gathering on public road crossings	15	▶ Safety ▶ Emergency services engagement ▶ School bus operator engagement ▶ Flooding on Linthorpe Valley Road ▶ Sponsorship ▶ Tendering ▶ Bridge heights and clearances
20 February 2019 Millmerran	Information gathering on public road crossings	17	▶ Alignment adjacent to Millmerran–Inglewood Road ▶ Interface with Millmerran–Inglewood Road and potential increased travel times due to trains crossing ▶ School bus operator engagement ▶ General design and timeline questions
20 February 2019 Yelarbon	Information gathering on public road crossings	17	▶ Grade separation at Cunningham Highway and concerns regarding truck speed, grade of ramp, height and noise ▶ Increased travel times to town due to grade separation ▶ Property values
21 February 2019 Inglewood	Information gathering on public road crossings	11	▶ General design and timeline questions ▶ Location of the study area and questions as to why it does not follow the existing alignment ▶ postal route ▶ Truck movements around the forestry ▶ Local business and supplier opportunities
21 February 2019 Pampas	Information gathering on public road crossings	5	▶ Condamine floodplain crossing solution ▶ Scheduling of consultation activities ▶ Previous flood consultation ▶ High traffic roads and survey work undertaken by Toowoomba Regional Council

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
22 October 2019 Gowrie Junction	Release of Project reference design, discussion of noise impacts and hydrology	35 Note: Joint session with the G2H project. Approx 90% of attendees were primarily interested in G2H.	▶ Noise and vibration ▶ Interest in the location of the alignment for both projects ▶ Request for more information about geotech ▶ Maintaining access to properties ▶ Land resumption and severance ▶ Stock fencing ▶ Toad diversions and impacts to businesses ▶ Water impacts—registered bores ▶ Condamine floodplain design ▶ Adjacent landowner requesting more engagement
23 October 2019 Southbrook	Release of Project reference design, discussion of noise impacts and hydrology	11	▶ Land values impacted by project ▶ Land severance and agricultural impacts ▶ Project footprint ▶ Noise and vibration impacts ▶ Water impacts—registered bores ▶ Proposed road changes and safety for road users ▶ Timeframes and milestones for the project ▶ Potential interest in water trading
24 October 2019 Millmerran	Release of Project reference design, discussion of noise impacts and hydrology	32	▶ Noise and vibration ▶ Alignment ▶ Crossing loop locations ▶ Workforce accommodation ▶ Road design ▶ Supplier opportunities ▶ Quarries ▶ EIS process ▶ Violet Ant-Blue Butterfly
26 October 2019 Brookstead	Release of Project reference design, discussion of noise impacts and hydrology	20	▶ Noise, vibration and mitigation measures ▶ Land resumption and severance ▶ Condamine floodplain design ▶ Direct impacts to farming operations ▶ Protect native species—Earless Dragons located in the area ▶ Flood modelling and accuracy

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
26 October 2019 Pittsworth	Release of Project reference design, discussion of noise impacts and hydrology	20	▶ Road designs and safety (Tip Road and Gore Highway) ▶ Property access concerns ▶ Land acquisition ▶ Extend crossing loop at Linthorpe ▶ Property impacts, values ▶ Water and bores ▶ Noise and vibration ▶ Route selection ▶ Load limits on new road connections ▶ Condamine floodplain crossing ▶ Geotechnical investigations ▶ Cost of the Project ▶ Heights of alignment at Pittsworth ▶ Dust impacts ▶ Opportunity to work with Inland Rail ▶ Native species, koalas and earless dragon
28 October 2019 Toowoomba	Release of Project reference design, discussion of noise impacts and hydrology	15	▶ Condamine floodplain crossing ▶ Design when crossing Dry and Westbrook Creeks ▶ Alignment selection ▶ Land severance ▶ Hydrology improvements over time ▶ Water flows for Gowrie Creek ▶ Sidings for businesses to connect to rail ▶ Property compensation process ▶ Importance of geotechnical data and sharing that information ▶ Sponsorship program ▶ Local road designs ▶ Noise and vibration impacts during construction and operation
28 October 2019 Inglewood	Release of Project reference design, discussion of noise impacts and hydrology	17	▶ Noise and vibration ▶ Alignment (MI Rd) ▶ Crossing loop locations ▶ Hydrology—Condamine and Macintyre ▶ Consultation ▶ Property acquisition process and compensation

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
29 October 2019 Yelarbon	Release of Project reference design, discussion of noise impacts and hydrology	21	- Noise and vibration - Yelarbon overpass - Workers accommodation - Crossing loop locations - Local road changes
30 October 2019 Goondiwindi	Release of Project reference design, discussion of noise impacts and hydrology	22 Note: Joint session with the NS2B project. Approximately 60% of attendees were primarily interested in the NS2B project	- NS2B project—Macintyre River crossing - Yelarbon overpass - Business opportunities - Local road changes
3 February 2020, Inglewood	General outreach	0	N/A
3 February 2020, Millmerran	General outreach	2	General Project information
4 February 2020, Goondiwindi	General outreach	1	General Project information
4 March 2020, Pittsworth	General outreach	12	- General Project information - Noise - Project support - Route selection - Passenger rail
24 June 2020, Pittsworth	General outreach	11	- General Project information - Route selection
8 July 2020, Pittsworth	General outreach	12	- General Project information - Route selection - Flooding
22 July 2020, Pittsworth	General outreach	16	- General Project information - Route selection - Job opportunities

Details	Purpose	Attendance	Key issues raised and addressed in the B2G EIS
5 August 2020, Pittsworth	General outreach	9	▶ General Project information ▶ Route selection ▶ Work commencement date ▶ Directly affected landowner
19 August 2020, Pittsworth	General outreach	10	▶ General Project information ▶ Route selection ▶ Directly affected landowner
2 September 2020, Pittsworth	General outreach	8	▶ General Project information ▶ Route selection ▶ Directly affected landowner
16 September 2020, Pittsworth	General outreach	11	▶ General Project information ▶ Route selection ▶ Directly affected landowner ▶ CCC ▶ Job opportunities ▶ Maps
18 September 2020, Gowrie Junction	General outreach	4	▶ General Project information ▶ Route selection ▶ Property impacts ▶ Road closures ▶ Tenders ▶ Maps

Staffed information displays at public events

Location	Timing	Attendees
Toowoomba, FarmFest	Tuesday 5 June 2018	19
	Wednesday 6 June 2018	49
	Thursday 7 June 2018	34
Millmerran Show	Saturday 2 March 2019	66
Inglewood Show	Saturday 16 March 2019	18
Toowoomba Show	Friday 29 March 2019	184
	Saturday 30 March 2019	132
Goondiwindi Show	Friday 3 May 2019	25
	Saturday 4 May 2019	
Toowoomba, FarmFest	Tuesday 4 June 2019	230
	Wednesday 5 June 2019	240
	Thursday 6 June 2019	254

All community information sessions had an open-door policy, which allowed interested people to enter and leave at their leisure. Participants were provided with opportunities to give feedback on the B2G Project either verbally (with notes taken by the Project team) or in writing (using email and postal submissions or feedback forms).

5.4.9 Interactive map

An interactive map of the Project was available via the B2G webpage from 6 December 2018, to afford community members the opportunity to view the Project design and pin comments to specific locations.

The initial version of the map was live between 6 December 2018 and 27 September 2019 and showed the focused area of investigation. It sought to gather community feedback to input to the EIS and Project reference design. During this time 265 comments were added to the map.

In February 2019, road and travel feedback points were placed on the 74 roads intersected by the focused area of investigation. The feedback points allowed concentrated feedback on vehicle types, movements and frequency for each specific road.

Between February and September 2019, 129 comments were placed on under the feedback points in relation to roads. Approximately 74 per cent of these comments were received in February during targeted consultation about local road usage throughout the B2G area. Feedback received during consultation sessions was documented by the Project team using the feedback points, contributing to the 129 comments recorded. This feedback was considered in designing public road crossings.

On 27 September 2019, an updated interactive map featuring the project reference design, including the proposed alignment, public road/rail crossings and crossing loops was launched. Between 27 September 2019 and 18 September 2020, 76 comments were added to the map.

Details of the comments made to the interactive map between 6 December 2018 and 27 September 2019 are shown in Table 5.22 and details of comments made on the interactive map after 27 September 2019 are shown in Table 5.23.

TABLE 5.22 INTERACTIVE MAP COMMENTS 6 DECEMBER 2018 TO 27 SEPTEMBER 2019

Marker type	Count
Road & travel Feedback Point	129
Road & Transport Comment	33
Alignment Comment	26
Social & Economic Comment	24
General Comment	23
Environment Comment	10
Flooding Comment	8
Noise & Vibration Comment	6
Property Comment	6
Total comments	265

TABLE 5.23 INTERACTIVE MAP COMMENTS 27 SEPTEMBER 2019 TO 18 SEPTEMBER 2020

Marker type	Count
Road & transport comment	21
Alignment comment	14
Social & economic comment	6
General comment	22
Environment comment	2
Flooding comment	0
Noise & vibration comment	6
Property comment	5
Total comments	76

5.4.10 Project information and feedback mechanisms

ARTC Inland Rail used the existing Inland Rail community engagement email address and free-call telephone information line for the duration of the B2G EIS consultation process. This provided stakeholders with an easily accessible means of sourcing project information and provide feedback, raise issues and discuss any concerns about the Project.

- ▶ Email: InlandRailQLD@artc.com.au
- ▶ Telephone: 1800 732 761
- ▶ Post: GPO Box 2462
Brisbane QLD 4001

All questions, concerns and issues received through the project were captured reviewed and responded to within appropriate timeframes.

All Project information materials, the ARTC Inland Rail website and advertisements included details of the Project information and feedback mechanisms.

The total number of enquires received via these channels for the period from 21 September 2017 to 22 September 2020 is presented in Table 5.24.

TABLE 5.24 INCOMING ENQUIRIES RECEIVED THROUGH PROJECT FEEDBACK AND INFORMATION MECHANISMS

Channel	Number Received
Email address (incoming)	1360
Telephone enquiries (incoming)	827
Post (incoming)	20

5.4.11 Feedback forms

Printed feedback forms were made available at the community information sessions to capture feedback from stakeholders on the Project.

The feedback form is contained in Appendix F. From September 2017 to 29 November 2019, 129 feedback forms were received on the Project.

5.5 Communication tools

5.5.1 Community update newsletters

B2G community update newsletters was developed to inform stakeholders about the Project, including the draft ToR, the design development (including the focused area of investigation and project reference design), Condamine floodplain crossing updates, the community survey and EIS process.

Five newsletters were sent out between September 2017 and June 2020. They were distributed to stakeholders via letterbox drop to the communities inside the study corridor as well as to adjacent communities. They were also widely distributed via ARTC Inland Rail's website, community information sessions, e-news, information sessions and agency briefings.

Table 5.25 details distribution of the newsletter and content. A copy of which is provided in Appendix A.

TABLE 5.25 SUMMARY OF B2G COMMUNITY UPDATE NEWSLETTERS

Timing	EIS Milestone	Focus	Distribution
November 2017	B2G Project commencement	▶ Introduction to the B2G Project and ARTC Inland Rail	▶ Letterbox drop to study area and adjacent communities (approximately 8000)
	B2G Project description	▶ Introduction to EIS process	▶ B2G Project website
	Release of Draft ToR	▶ B2G Project timeframe	▶ Available at community information sessions and agency briefings
		▶ Promotion of community information sessions	
		▶ B2G Project contact channels	

Timing	EIS Milestone	Focus	Distribution
October 2018	B2G Project update Focused area of investigation SIA community survey	▶ Design update—focused area of investigation ▶ Condamine floodplain crossing update ▶ B2G Project timeframes ▶ Promotion of community information sessions ▶ Promotion of the community survey ▶ Information on how community feedback is used ▶ Promotion of B2G Project feedback mechanisms	▶ Letterbox drop to study area and adjacent communities (approximately 5000) ▶ B2G Project website ▶ Link provided in B2G e-news ▶ Available at community information sessions agency briefings
September 2019	B2G Project update Condamine floodplain crossing update Proposed alignment Public road rail crossing design	▶ Design update—Project reference design including proposed alignment, public road road/rail crossings and changes to local roads ▶ Condamine floodplain crossing update ▶ B2G Project timeframes ▶ Promotion of community information sessions ▶ Promotion of B2G Project feedback mechanisms	▶ Letterbox drop to study area and adjacent communities (approximately 5000) ▶ B2G Project website ▶ Link provided in B2G e-news ▶ Available at community information sessions
May 2020	B2G Project update	▶ B2G Project update ▶ Engagement during COVID-19 ▶ EIS update ▶ Project flythrough	▶ Letterbox drop to study area (approximately 1200) ▶ B2G Project website ▶ Link provided in B2G e-news

5.5.2 E-news

E-newsletters were developed to inform stakeholders about the Project, including the draft ToR, focused area of investigation, Condamine floodplain crossing, design development, the community survey and EIS process.

The B2G e-newsletter commenced in August 2018 and 20 were sent out to 30 August 2020.

Table 5.26 summaries the distribution and content of the B2. An example of the B2G e-news is provided in Appendix C.

TABLE 5.26 B2G E-NEWS SUMMARY

Timing	Content	Distribution
16 August 2018	▶ Field investigations ▶ CCC meetings ▶ Condamine floodplain update ▶ Supporting Brookstead State School	Sent to 1319 email addresses, opened 1818 times and 245 click throughs
2 November 2018	▶ Focused area of investigation ▶ Geotechnical and environmental investigations ▶ Information about contractors carrying out work ▶ Advertising information sessions ▶ Advertising community survey ▶ Supporting Kingsthorpe State School ▶ Acknowledgement of Professor Steven Raine	Sent to 1546 email addresses, opened 1381 times and 93 click throughs

Timing	Content	Distribution
6 December 2018	▶ Advertising ways to provide feedback about the project ▶ Advertising the B2G interactive map ▶ Cadastral survey work ▶ Feedback from the November information sessions ▶ Community survey ▶ Supporting Pittsworth District Alliance host Christmas in the Park	Sent to 1971 email addresses, opened 1663 times and 81 click throughs
15 February 2019	▶ What to expect in 2019 ▶ Seeking information about local road use ▶ Mental health support ▶ New Chair for the IDCCCC ▶ Combatting misinformation ▶ Weed hygiene ▶ Field and geotechnical investigations	Sent to 2098 email addresses, opened 2029 times and 251 click throughs
18 March 2019	▶ Rail alignment update ▶ Public road crossing design update ▶ Hydrology modelling for Westbrook, Dry and Gowrie Creeks ▶ Pop up consultation stands ▶ CCCs ▶ Property acquisition ▶ Construction ramps up south of the border ▶ Biddeston State School P&C 4th annual 'Ladies Twilight Garden Party' ▶ Safety first ▶ Site investigations	Sent to 2285 email addresses, opened 2071 times and 185 click throughs
17 April 2019	▶ Advertising community funding grants ▶ Interactive map update ▶ Road rail crossings update ▶ Promoting Inland Rail social media ▶ In the news—More freight savings achieved through Inland Rail ▶ Out and about in the community ▶ Feedback we have received from the community ▶ Gowrie to Helidon update ▶ Safety over Easter	Sent to 1726 email addresses, opened 1748 times and 923 click throughs
29 May 2019	▶ Project update ▶ CCC meetings ▶ Social Performance Parkes to Narromine project ▶ Inland Rail Conference ▶ FarmFest ▶ Second round sponsorship and donation applications are now open ▶ Field investigations and land access ▶ Goondiwindi Show ▶ NS2B Project update ▶ Dealing with stress.	Sent to 1786 email addresses, opened 2406 times and 220 click throughs
28 June 2019	▶ Project update ▶ Outcomes from the CCCs ▶ Inland Rail Fast Facts ▶ Social Impact Assessment update ▶ FarmFest ▶ Site investigations.	Sent to 1798 email addresses, opened 1885 times and 173 click throughs
31 July 2019	▶ Project update ▶ NAIDOC Week celebrations ▶ Noise assessment ▶ EIS update ▶ Crossing loops on Inland Rail ▶ Program achievements ▶ NS2B Project update ▶ Gowrie to Helidon update ▶ New Access and support services.	Sent to 1861 email addresses, opened 2259 times and 269 click throughs

Timing	Content	Distribution
28 August 2019	▶ Project update ▶ Successful sponsorship and donation applications ▶ Inland Rail Skills Academy ▶ Inland Rail Conference Lights Up Toowoomba ▶ CCC meetings ▶ Upcoming investigations ▶ Flood terminology explained ▶ Gowrie to Helidon Project update.	Sent to 1743 email addresses, opened 771 times and 205 click throughs
27 September 2019	▶ Project update ▶ Release of the B2G Project reference design ▶ Have your say ▶ Interactive map tips ▶ Next steps ▶ B2G fast facts ▶ Support services.	Sent to 1738 email addresses, opened 800 times and 178 click throughs
31 October 2019	▶ Project update ▶ Local area fact sheets ▶ Successful sponsorships and donations ▶ Community information sessions wrap up ▶ Property acquisition fact sheet ▶ Interactive map tips.	Sent to 1821 email addresses, opened 804 times and 308 click throughs
29 November 2019	▶ Project update ▶ Water for the project ▶ Community Consultative Committee meetings ▶ Upcoming field investigations ▶ Local area fact sheets ▶ Property acquisition fact sheet ▶ Support services	Sent to 1,843 email addresses, opened 786 times and 243 click throughs
20 December 2019	▶ Inland Rail intergovernmental agreement signed ▶ Senate inquiry into the management of Inland Rail ▶ Community consultative committee meetings ▶ Community consultative committee membership renewal ▶ Environmental Impact Statement submission ▶ Inland Rail undergraduate scholarships ▶ Proposed workers accommodation facilities ▶ Cultural heritage field investigations update ▶ First annual sustainability report released ▶ Support services ▶ Christmas office closure.	Sent to 1,877 email addresses, opened 861 times and 92 click throughs
29 January 2020	▶ The year ahead ▶ 2019: a year in review ▶ Out and about ▶ Noise update ▶ Community consultative committee nominations due 31 January ▶ Did you know? Train numbers ▶ Field investigations ▶ Senate inquiry update ▶ South of the Border—supplier opportunities.	Sent to 1,860 email addresses, opened 829 times and 102 click throughs
28 February 2020	▶ B2G flythrough ▶ Sponsorships and donations ▶ Inland Rail route history ▶ Community consultative committee update ▶ Latest Inland Rail fact sheets ▶ Field investigations ▶ March pop ups.	Sent to 1,867 email addresses, opened 902 times and 359 click throughs

Timing	Content	Distribution
24 April 2020	▶ Border to Gowrie video update ▶ How you can continue to engage with us ▶ 2020 USQ scholarships awarded ▶ Addressing life's pressures ▶ New CCCs announced ▶ We're still open for business ▶ Out in the field ▶ The 'Merry Men' making our region brighter ▶ How Inland Rail is tracking ▶ Did you know?	Sent to 1,986 email addresses, opened 888 times and 284 click throughs
12 June 2020	▶ Inland Rail care packs ▶ Project update ▶ Community Consultative Committee update ▶ Upcoming works notification ▶ Sponsorships and donations	Sent to 1,998 email addresses, opened 914 times and 270 click throughs
22 July 2020	▶ Project update ▶ Independent flood modelling panel announced ▶ Community Consultative Committee ▶ Australian Government names Inland Rail as a priority project ▶ Toowoomba business community is on demand ▶ Sponsorship support meets much needed community corporation ▶ Latest works notification	Sent to 1,973 email addresses, opened 913 times and 309 click throughs
31 August 2020	▶ Project update ▶ Inland Rail donation puts Gummingurru artefacts in the spotlight ▶ Community Consultative Committee ▶ New Toowoomba office boosts local jobs ▶ North Star to Border flythrough ▶ Current and upcoming field investigations.	Sent to 1,961 email addresses, opened 873 times and 310 click throughs

5.5.3 E-blasts

E-blasts were used to inform stakeholders about specific milestones and advertise CCC meetings and B2G works.

Table 5.27 details distribution of the blasts and content. An example of an e-blast is provided in Appendix C.

TABLE 5.27 SUMMARY OF B2G E-BLASTS

Timing	Focus	Distribution
21 September 2017	Introduction to the B2G Project and ARTC Inland Rail	Sent to 638 email addresses, opened 1864 times and 362 click throughs
13 October 2017	Introduction to the B2G Project and ARTC Inland Rail Advertising information sessions	Sent to 701 email addresses, opened 1654 times and 0 click throughs
18 October 2017	Amendment information session times	Sent to 699 email addresses, opened 1146 and 0 click throughs
31 October 2017	Invitation for nominating Inner and Southern Darling Downs committee members	Sent to 1607 email addresses, opened 4177 and 0 click throughs
6 November 2017	Advertising November community information sessions	Sent to 870 email addresses, opened 1039 and 0 click throughs
17 November 2017	Reminder for invitations for nominating Inner and Southern Darling Downs committee members	Sent to 1638 email addresses, opened 2015 and 0 click throughs
8 December 2017	Advertising transcript for the public Q&A session with Federal member of Groom on 18 November 2017	Sent to 936 email addresses, opened 986 and 254 click throughs

Timing	Focus	Distribution
24 January 2018	Notification of survey works	Sent to 980 email addresses, opened 1561 and 0 click throughs
2 March 2018	Advertising CCC meetings	Sent to 1001 email addresses, opened 1180 and 0 click throughs
5 March 2018	Advertising community engagement report	Sent to 1005 email addresses, opened 1091 and 266 click throughs
7 March 2018	Advertising change of venue for CCC meetings	Sent to 1001 email addresses, opened 745 and 0 click throughs
19 March 2018	Information about B2G declared at 'coordinated project' for which an environmental impact statement (EIS) is required	Sent to 1007 email addresses, opened 1439 and 389 click throughs
3 April 2018	Notification of geotechnical and environmental investigations	Sent to 1009 email addresses, opened 1107 and 0 click throughs
4 April 2018	Advertising CCC meeting	Sent to 1001 email addresses, opened 957 and 0 click throughs
9 April 2018	Condamine floodplain crossing open house sessions	Sent to 1007 email addresses, opened 927 and 21 click throughs
4 May 2018	Notification of geotechnical and environmental investigations	Sent to 1134 email addresses, opened 1141 and 0 click throughs
8 May 2018	Advertising the draft ToR and community information sessions	Sent to 1140 email addresses, opened 1426 and 55 click throughs
21 May 2018	Advertising CCC meetings	Sent to 977 email addresses, opened 769 and 0 click throughs
15 June 2018	Advertising the draft ToR	Sent to 1228 email addresses, opened 1207 and 135 click throughs
20 July 2018	Notification of geotechnical and environmental investigations	Sent to 1282 email addresses, opened 1666 and 0 click throughs
29 August 2018	Advertising CCC meetings	Sent to 1329 email addresses, opened 1240 and 137 click throughs
14 September 2018	Notification of geotechnical and environmental investigations	Sent to 1177 email addresses, opened 1400 and 0 click throughs
31 October 2018	Advertising CCC meetings	Sent to 1438 email addresses, opened 1338 and 0 click throughs
13 November 2018	Advertising community survey for SIA	Sent to 1464 email addresses, opened 1624 and 0 click throughs
29 November 2018	Advertising the released the final ToR	Sent to 1477 email addresses, opened 1488 and 340 click throughs
15 March 2019	Advertising CCC meetings	Sent to 1708 email addresses, opened 1458 and 115 click throughs
24 October 2019	Advertising CISs	Sent to 1717 email addresses, opened 807 and 23 click throughs
March 2020	COVID-19 response	Sent to 1858 email addresses, opened 780 and 13 click throughs

5.5.4 Letters

ARTC carried out direct mail outs of letters to inform residents of key project milestones. Table 5.28 summarises the content and distribution of the letters.

TABLE 5.28 SUMMARY OF LETTERS

Timing	Letter content	Recipients
February 2018	Advise of the study area and project declaration	Direct mail out to 1893 stakeholders
September 2018	Advise that property is in the focused area of investigation	Direct mail out to 249 stakeholders
September 2018	Advise that property is outside focused area of investigation	Direct mail out to 1644 stakeholders
September 2019	Release of reference design, including map of property impacts	Direct mail out to 301 stakeholders (includes multiple land holdings and Government stakeholders)
September 2019	Advise that property is not impacted by the reference design project footprint	Direct mail out to 1085 stakeholders

5.5.5 Works notification flyers

ARTC produced works notification flyers to inform stakeholders about investigations underway for the Project.

The works notification commenced in September 2018 and was distributed bi-monthly to 249 stakeholders in the focused area of investigation via direct mail-out. It was also widely distributed via ARTC Inland Rail's website and e-news.

Table 5.29 summarises the content and distribution of the works notices. An example notification is provided in Appendix C.

TABLE 5.29 SUMMARY OF B2G WORKS NOTIFICATION FLYERS

Timing	EIS Milestone	Fact sheet Focus	Distribution
September–October 2018	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
November–December 2018	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
January–February 2019	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
March–April 2019	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
May–June 2019	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
July–August 2019	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
September–October 2019	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
November–December 2019	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news

Timing	EIS Milestone	Fact sheet Focus	Distribution
January – February 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
March–April 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
May–June 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news
July–August 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-news

5.5.6 Fact sheets

The fact sheets were developed to inform stakeholders about key activities, such as environmental investigations, geotechnical investigations, public level crossing design, weed hygiene and land access. These fact sheets were common across all Inland Rail projects. In addition, a Project overview fact sheet on the B2G Project fact sheet was also developed.

Fact sheets were available to stakeholders via the website and community information sessions. Fact sheets were also used to support landowner meetings. Table 5.30 summarises the content and distribution of the fact sheets.

Copies of the fact sheets are also included in Appendix B.

TABLE 5.30 SUMMARY OF B2G PROJECT FACT SHEETS

Timing	Fact sheet	Content	Distribution
February 2018	B2G Project overview fact sheet	Project overview including indicative timings	▶ B2G Project website ▶ Community information sessions
December 2018	Weed hygiene fact sheet	Overview of Inland Rail's approach to managing weed hygiene	▶ B2G Project website ▶ Community information sessions
March 2019	B2G public road/rail interface fact sheet	▶ Overview of public road rail crossing design process ▶ Key locations of grade separations ▶ FAQs	▶ B2G Project website ▶ B2G e-news ▶ Letterbox drop to study area
October 2019	Queensland property acquisition fact sheet	Overview of property acquisition process	▶ B2G Project website ▶ B2G e-news ▶ Community information sessions
October 2019	Local area fact sheets ▶ Athol to Gowrie Mountain ▶ Pittsworth to Southbrook ▶ Brookstead to Yarranlee ▶ Millmerran to Brookstead ▶ Whetstone to Millmerran ▶ Kurumbul to Whetstone	Localised fact sheets detailing key design features	▶ B2G Project website ▶ B2G e-news ▶ Community information sessions

5.5.7 Posters

Posters were displayed at community information sessions to show processes and visualisations/artists impressions. Table 5.31 summarises the posters produced.

TABLE 5.31 SUMMARY OF B2G POSTERS

Timing	Poster	Content	Distribution
May 2018	EIS process	Posters showing EIS process, highlighting statutory consultation opportunities	Community information sessions
October 2019	Flood model development	Flowchart illustrating process of developing a flood model	Community information sessions
October 2019	Visualisations	Posters showing visualisations/artists impressions of the	Community information sessions

5.5.8 Project webpage

ARTC Inland Rail's website provided a readily accessible portal for stakeholders to access information about the proponent, the Project, EIS process and consultation opportunities. The website address is inlandrail.artc.com.au/B2G.

The website was periodically updated as the Project progressed. Key details on the website included:

- ▶ EIS consultation activities
- ▶ Project team contact details for registration of interest and enquiries
- ▶ Links to key documentation including:
 - ▶ Community engagement reports
 - ▶ Community update newsletters
 - ▶ Fact sheets
 - ▶ Interactive Project map
 - ▶ B2G Project draft ToR and ToR.

A website snapshot is provided in Appendix E.

5.5.9 Visualisations and alignment fly-through

Directly affected landowners and the wider community requested additional information about what the Project will look like when it is operational including embankments, cuttings, structures and changes to local roads. In response to this, the team developed visualisations and an alignment fly-through of the Project design, which were displayed at community information sessions, CCC meetings and on the Inland Rail website.

Presentations to industry and community groups

ARTC held the 2019 Inland Rail Conference in Toowoomba. With the theme Connecting Regions, Building Australia, the Conference was attended by 460 people, and focused on how this nationally significant infrastructure project will transform the movement of freight in Australia.

The Inland Rail Conference featured presentations from a range of key operators, contractors, customers, suppliers and senior government stakeholders. Participants explored multiple facets of this nationally significant freight rail infrastructure project and set out the actions needed to ensure local communities, consumers, producers, freight operators and the Australian economy derive the full benefits of Inland Rail, both during the construction phase and once it is operational.

ARTC has also given numerous separate presentations to industry, business and community groups. These presentations provided information about project scope and potential opportunities for access to the alignment. Consultation with community, industry and business is ongoing. Presentations or forums held to date include:

- ▶ Southern Queensland Landscapes
- ▶ Economic Development Officer forum
- ▶ TAFE Centre of Excellence focus group
- ▶ RDA regional issues forum
- ▶ DITCRD forums to discuss regional benefits and infrastructure investment program
- ▶ Darling Downs and South Western Queensland Council of Mayors
- ▶ Murray Darling Association
- ▶ Toowoomba and Surat Basin Enterprise
- ▶ University of the Third Age.

5.5.10 Paid advertising

To inform the community about the Project and consultation activities, paid advertising was placed in local newspapers, the *Toowoomba Chronicle*, *Pittsworth Sentinel*, *Goondiwindi Argus* and *Macintyre Gazette*.

A table summarising the paid advertising and advertisement example is provided in Appendix D.

5.5.11 Social media

ARTC Inland Rail's social media, primarily Facebook, was used to address emerging issues, advertise upcoming consultation opportunities and directed stakeholders to where to find more information. The Facebook URL is **facebook.com/inlandrailofficial**

Facebook campaigns have been used for:

- ▶ Promotion of CCC meetings and CISs
- ▶ Public road crossing misinformation
- ▶ Public road crossing consultation
- ▶ Presence at regional community events.

Based on the campaigns run in March 2019, the B2G advertising included 84 per cent of the click-throughs being generated by men, with the largest age group between 25–35.

During 2020 five B2G specific have run focusing on:

- ▶ 3 SDD CCC
- ▶ 2 IDD CCC

Resulting in:

- ▶ 508 landing page views
- ▶ 26,280 people reached
- ▶ 97.612 impressions

Please refer to Appendix H for detailed information about the campaigns run on Facebook for the Project.

6. Key themes of the engagement process

6.1 Introduction

During the engagement process, participants identified a range of potential social, environmental and economic impacts and benefits of the Project. Although feedback has differed between localities and stakeholder groups, a number of consistent themes emerged, as follows:

- ▶ Further investigation of alternative routes
- ▶ Property impacts, acquisition and compensation
- ▶ Flooding impacts
- ▶ Train operations
- ▶ Engineering design
- ▶ EIS process
- ▶ Local roads
- ▶ Noise
- ▶ Liveability and wellbeing impacts
- ▶ Environmental impacts
- ▶ Social and economic benefits.

Each theme is summarised below as expressed by stakeholders at government meetings and consultation sessions. This summary provides a high-level snapshot of community/stakeholder perceptions in response to the Project, rather than a technical assessment of impact or benefit. Furthermore, the themes are presented without any particular priority order or ranking.

6.1.1 Summary of key themes, issues and opportunities

Table 6.1 presents the major themes and issues as identified by different stakeholder groups during consultation. This information is based on feedback received from selected stakeholders (who participated in consultation activities) and is not intended to be representative of all stakeholders listed in Table 2.2 and Table 2.3 in Section 2.2 of this report.

TABLE 6.1 SUMMARY OF KEY ENGAGEMENT THEMES, ISSUES AND OPPORTUNITIES

Issue themes	Issue description	EIS response
Further investigation of alternative routes	▶ Ongoing requests from landowners and communities to move the study area	▶ ARTC Inland Rail sought to minimise impacts by aligning the rail corridor with existing infrastructure and property boundaries, where possible ▶ ARTC Inland Rail worked collaboratively with DIRDC to share information about the study area selection ▶ Community understand the study area was chosen by the Australian Government rather than ARTC
Property impacts, acquisition and compensation	▶ Landowners wanting to know more about the acquisition process, how compensation will be determined and if compensation will be fair ▶ Landowners wanting more information about how impacts to dams, bores and water will be compensated and reinstated ▶ Landowners are concerned about perceived loss of value to the property through the EIS process due to the potential construction and operation of the B2G Project ▶ Potential impacts on properties (physical infrastructure, fencing, access and operability of farming operations) has also been raised by the community ▶ Adjacent communities concerned how they will be affected and if they will receive any compensation	▶ Inland Rail developed and distributed information about the acquisition process via the website, fact sheet, CCC, information sessions and landowner meetings. ▶ ARTC Inland Rail kept the community informed of the alignment development and actively sought feedback about individual requirements in relation to irrigation, water licences, livestock movements, local road usage, private crossing requirements, hydrology, existing infrastructure and land use. This information was considered in the design process where possible to minimise impacts. ▶ Inland Rail promoted the TMR acquisition fact sheet to assist educate potentially affected landowners ▶ Inland Rail assessed early acquisition requested in line with the Inland Rail Early Acquisition policy
Flooding impacts	▶ Flooding impacts of building Inland Rail continue to be a significant issue, particularly in relation to crossing of the Condamine floodplain. Community is also requesting information about Westbrook Creek and Dry Creek flooding.	▶ Inland Rail run specialised engagement campaigns about the hydrology modelling ▶ These campaigns involved seeking information from the community to confirm the modelling findings ▶ Inland Rail will continue to work with landowners concerned with hydrology throughout the detail design, construction and operational phases of the Project
Train operations	▶ Community continuing to seek clarity about the planned operations of trains. This includes asking about train length, frequency, what will be transported, how trains will cope with winds, potential spur lines and how emergencies will be dealt with. ▶ The community and business operators are interested in opportunities to transport grain and other goods, as well as the potential for local employment for maintenance and operations and potential sidings and planned future intermodal developments	▶ ARTC recruited a Business Development Manager based in Toowoomba to identify potential opportunities for the community and business operators who are interested in potentially transporting grains and other goods ▶ Information about the service offering including length and frequency of trains was publicly available and promoted

Issue themes	Issue description	EIS response
Engineering design	▶ The technical engineering feasibility of the proposed rail line across the Condamine floodplain is regularly raised as a concern of the communities ▶ Landowners are concerned about the potential impacts of earthworks and cuttings on surface and groundwater resources	▶ Inland Rail held workshops, technical briefings and landowner meetings about the technical engineering feasibility of the proposed rail line across the Condamine floodplain ▶ An independent technical assessment was undertaken at the request of the SDD CCC to verify the Condamine flood modelling and solution
EIS process	▶ The formal (EIS) and approvals process is of interest to the community ▶ Communities are keen to understand what is included in the EIS and have their say throughout the EIS process	▶ The EIS process including how to provide feedback will be publicly advertised and a fact sheet will be developed to assist people to have their say on the EIS
Local roads	▶ Maintaining access for emergency services and to properties is a concern to the community. The community is sharing information about how they currently use the existing road network and where they currently experience safety concerns	▶ An extensive information gathering campaign was undertaken to for the public road crossings ▶ The local roads design took into account feedback from the local community and users of the wider road network where topography, legislation, safety and costings permitted
Noise	▶ Potential noise impacts, the estimated number of train movements and potential mitigation measures have been raised ▶ Adjacent communities concerned they will not be considered	▶ Noise monitoring and modelling were carried out as part of the EIS development ▶ The results of the modelling and potential mitigation strategies were shared with sensitive receptors prior to the final draft of the EIS ▶ Inland Rail will continue to engage with the community about noise and noise mitigation throughout the detail design, construction and operational phases of the Project in line with the recommendations in Chapter 14: Noise and Vibration.
Liveability and wellbeing impacts	▶ Amenity impacts, liveability and well-being of the small rural communities have been raised by the community ▶ Concerns about the heights of the track and what landowners will see from their property ▶ Adjacent communities concerned how they will be affected, if they will be considered and if they will receive any compensation/mitigation	▶ Visualisations were developed and made publicly available to assist the community understand the visual impact of the Project
Environment	▶ Concerns about wildlife (koalas) and also about erosion caused by culverts	▶ Inland Rail has developed the fauna movement and fencing strategy. A copy of the strategy is provided as an Appendix to the Terrestrial Ecology and Matters of National Environmental Significance Technical Reports
Social and economic benefits	▶ Strong feedback that 'local' opportunities mean opportunities for the towns within the Project area, not only a nearby regional centre such as Toowoomba	▶ Refer to the SIA in Appendix U: Social Impact Assessment of the B2G EIS

7. Future consultation with stakeholders

7.1 Public notification of the draft EIS

The Office of the Coordinator-General (OCG) will lead the statutory consultation process, and ARTC will support this, as detailed below.

TABLE 7.1 STAKEHOLDER ANALYSIS AND ENGAGEMENT APPROACH

Stakeholder	Interest	Influence	Level of engagement	Approach
▶ Elected representatives ▶ Former Federal Member for Groom, John McVeigh ▶ Federal member for Maranoa, David Littleproud ▶ State member for Condamine, Pat Weir ▶ State member for Southern Downs, James Lister ▶ Toowoomba Regional Council ▶ Goondiwindi Regional Council	High	High	Involve	▶ Email ▶ EIS summary document ▶ Offer of briefing
▶ Community consultative committees ▶ Inner Darling Downs ▶ Southern Darling Downs	High	Medium	Consult	▶ Email ▶ Presentation at CCC meeting ▶ EIS summary document
▶ Identified key stakeholders ▶ Queensland Farmers Federation ▶ Agforce ▶ Cotton Australia ▶ Wagner Group ▶ Toowoomba Chamber of Commerce ▶ TSBE ▶ Traditional owners ▶ Government agencies ▶ Toowoomba Regional Council officers ▶ Goondiwindi Regional Council officers	High	Medium	Inform	▶ Email ▶ EIS summary document ▶ Meeting as requested
▶ Landowners in study area, including directly affected landowners	High	Medium	Inform	▶ Letters ▶ E-news ▶ Community information sessions ▶ Static displays ▶ Meeting as requested ▶ Newsletter ▶ Interactive map ▶ Website ▶ EIS summary document
▶ Media ▶ Toowoomba Chronicle ▶ Pittsworth Sentinel ▶ Goondiwindi Argus ▶ Macintyre Gazette ▶ ABC Southern Queensland ▶ Channel 7 Toowoomba ▶ WIN Toowoomba ▶ industry media	High	Medium	Inform	▶ Media release ▶ Interviews with key personnel as appropriate
▶ Residents and businesses in broad project area	Medium	Low	Consult	▶ E-news ▶ Website ▶ Social media ▶ Community information sessions ▶ Static displays ▶ Interactive map ▶ Newsletter ▶ EIS summary document

7.1.1 Engagement tools/ activities

A description of the engagement tools and activities that will be used in the release of this information is included below and a schedule of their implementation in Section 6.

7.1.1.1 Email

An email will be sent to key stakeholders, elected representatives, local governments and industry groups advising of release of EIS, consultation and submission process and offer of a one-on-one briefing.

7.1.1.2 Key stakeholder briefings

Formal briefings will be given to elected representatives, local councils and industry groups as requested. These presentations will cover key EIS findings, upcoming consultation activities and the submission process.

7.1.1.3 Letters

A letter will be sent to all landowners in the study area to advise of the public display of the EIS, upcoming consultation activities and the submission process.

7.1.1.4 Project website update

The Project website will be updated advising of the public release of the EIS for review and submissions, including links to the EIS (hosted on the OCG website), the process for submission, and advice of upcoming consultation activities. The Project website already contains detailed Project information and fact sheets.

7.1.1.5 Interactive map update

The interactive map will be updated to reflect localised EIS findings, with links to relevant EIS chapters—with a clear caveat that comments made on the interactive map do not constitute a submission to the Coordinator-General [CG].

7.1.1.6 Social media

Use social media channels to advise of the public release of the EIS for review and submissions, including the process for submission and advice of upcoming consultation activities.

7.1.1.7 EIS summary document

A summary of key EIS chapters written in plain English with a reference to where in the EIS document readers can find out more information.

7.1.1.8 Static public displays

Install static displays in key locations in the Project area (i.e. Goondiwindi, Yelarbon, Inglewood, Millmerran, Pittsworth and Toowoomba).

7.1.1.9 CCC meetings

Present the EIS summary and outline of consultation process and submission process to CCC members.

7.1.1.10 Community information sessions

ARTC will run open house style community information sessions (CISs) in key communities in the Project area to enable members of the broader Project area and general public to learn more about the key EIS findings, submission process and Project timeframes.

7.1.2 Promotion

The engagement tools and activities will be promoted via the following communication tools:

- ▶ Email invitation
- ▶ E-news articles
- ▶ Newspaper advertisements
(*Toowoomba Chronicle*, *Goondiwindi Argus*, *Pittsworth Sentinel* and *Macintyre Gazette*)
- ▶ Media release
- ▶ B2G web page
- ▶ Social media
- ▶ CCC members
- ▶ Third-party channels
(e.g. newsletters and websites).

7.2 Engagement following completion of draft EIS

Following completion of the public display period, all stakeholder and community feedback will be reviewed and addressed in the final EIS document. The decision by the Coordinator-General about whether to approve the Project will be made public via DSDIP's and ARTC Inland Rail's websites.

ARTC Inland Rail will provide future updates about the progress and status of the Project through its website. Consultation will continue throughout the life of the Project to ensure due consideration of all Project-related opportunities and concerns. Ongoing consultation will involve:

- ▶ Maintaining the current good relationships and productive communications between ARTC Inland Rail, landowners, Traditional Owners and government (at all levels)
- ▶ Establishing contact with other key stakeholders as new issues arise
- ▶ Disseminating information to, and having discussions with, stakeholders on key issues raised during the draft EIS assessment
- ▶ Identifying and responding to key issues and concerns of all stakeholders
- ▶ Preparing relevant documents for review by government agencies and other stakeholders
- ▶ Addressing specific concerns of various stakeholders on an ongoing basis
- ▶ Routine reporting
- ▶ EMP related consultation and monitoring activities.

ARTC is committed to communicating with stakeholders throughout the life of the Project and a range of communication tools and techniques will be considered to establish and maintain stakeholder relationships and continue meaningful engagement. These tools and techniques will be used appropriately where and when necessary and may include (but is not limited to):

- ▶ Community Update Newsletter
- ▶ Stakeholder meetings and briefings
- ▶ Works notifications
- ▶ Letters
- ▶ Newsletters
- ▶ E-news
- ▶ Fact sheets
- ▶ Website and email blasts
- ▶ Project free-call telephone line and email address
- ▶ Advertisements.

The community and stakeholder engagement plan in Section 8.2 of the Social Impact Management Plan of the Social Impact Assessment in Appendix U of this EIS provides the framework for ongoing engagement during construction and operation of the B2G Project.

APPENDIX

INLAND
RAIL 

C

Stakeholder Engagement Report

Appendix A Project Newsletter

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

PROJECT UPDATE OCT/NOV 2017



Inland Rail - Queensland Border to Gowrie

About Inland Rail

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1700km line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to global markets and will support Australia's four richest farming regions, providing supply chain benefits and substantial cost savings for freight companies and producers.

The Australian Government, through the Australian Rail Track Corporation (ARTC), is delivering the multi-billion dollar infrastructure in partnership with the private sector. The Government has committed \$8.4bn to deliver Inland Rail, on top of the \$900m already funded.

Benefits to the Darling Downs

- ▶ \$2.2 billion will be injected into the region, through providing direct access to commodity markets in Australia and abroad.
- ▶ Improved connectivity to the rail network means a faster, lower-cost link to Brisbane, Melbourne and other markets.
- ▶ Freight from the Darling Downs region will be more viable, due to lower transport costs and the ability to reach markets when needed.
- ▶ Regional employment will see a boost, with approximately 2,300 jobs during the construction period.

The New South Wales-Queensland Border to Gowrie (B2G) section of Inland Rail comprises approximately 146km of new dual gauge track, and 78km of upgraded track from the New South Wales-Queensland border near Yelarbon, to Gowrie Junction, north west of Toowoomba.

The Federal Minister for Infrastructure and Transport, the Hon. Darren Chester, recently announced the preferred corridor for Inland Rail between the NSW/QLD border and Gowrie. The two kilometre-wide study corridor to progress to the next phase of design will go via Millmerran, Brookstead, Pittsworth and the Wellcamp-Charlton Industrial Precinct.

This study corridor will now be taken forward into the formal project planning and approvals process. A map showing the two kilometre-wide preferred study corridor is shown over the page. It can also be viewed on the Inland Rail website at www.inlandrail.com.au.

The need for Inland Rail

Australia's freight volumes are expected to grow by 80% by 2030 to approximately 32 million tonnes per year. If nothing changes, this will mean ever greater road congestion due to more trucks impacting our national and local road networks.

Once operational, every 1,800m train using the Inland Rail network has the ability to remove the equivalent of 110 B-double trucks from our roads by transporting freight in a cost and time competitive way. This means reduced carbon emissions of 750,000 tonnes and freight delivered between Melbourne and Brisbane in less than 24 hours, rather than around 32 hours as now.

Community engagement

ARTC is now progressing engagement with local landholders and the broader community, prior to the start of the formal project approvals process.

There will be many opportunities to meet with the project team and contribute to the project over the next two years.

ARTC is committed to working with landholders and local communities. It is also important for you to keep up-to-date about the project. We encourage you to register to receive updates via the Inland Rail website at www.inlandrail.com.au. You can also contact our dedicated team by phoning **1800 732 761** or visiting us at 65 Neil Street, Toowoomba.

How was the study corridor determined?

In October 2016, the Australian Government announced there would be an assessment of three alternative corridors of the Inland Rail project between the Queensland Border and Gowrie Junction, near Toowoomba.

The alternative corridors were compared against the Base Case Modified corridor on a like-for-life basis.

The four options were:

- ▶ Corridor 1: Base Case Modified – Yelarbon to Gowrie via Millmerran
- ▶ Corridor 2: Base Case Modified (as above), via Brookstead, Pittsworth and the Wellcamp-Charlton Industrial Precinct
- ▶ Corridor 3: Yelarbon to Gowrie via Karara, Leyburn and Felton
- ▶ Corridor 4: Yelarbon to Gowrie via Karara, Clifton and Wyreema and utilising existing rail line close to Warwick.

The assessment work undertaken independently of ARTC informed a Multi-Criteria Analysis (MCA) across the four corridors, comparing technical, environmental and socio-economic criteria. Each corridor option also underwent an independent construction capital cost estimate as well as being assessed against the 2015 endorsed Inland Rail Service Offering, which includes rail transit times, reliability and safety.

The table below shows how the alternative corridors compared to the Base Case Modified corridor (Corridor 1).

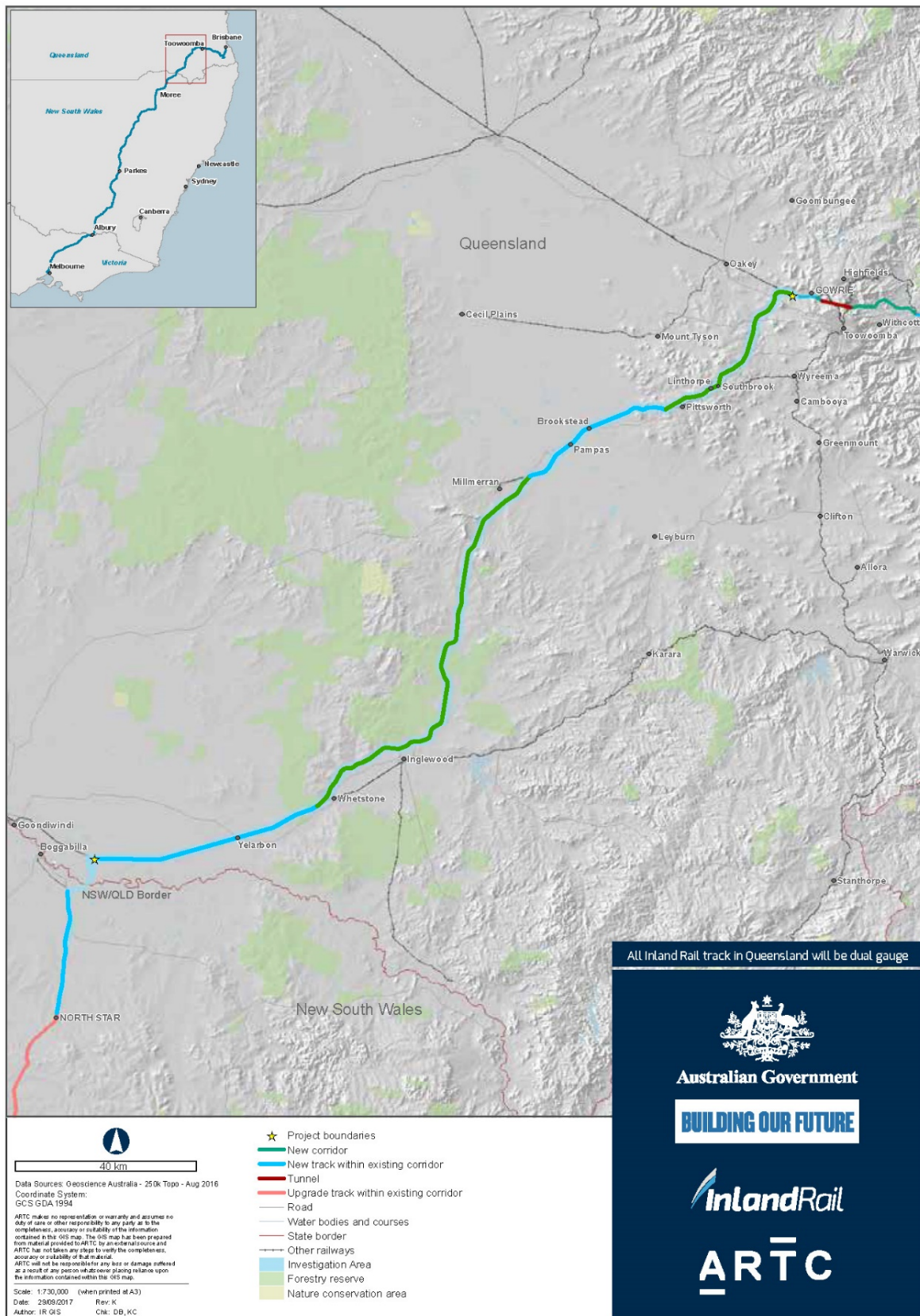
Corridor	Corridor Length	Service Offering	MCA Overall	MCA Technical	MCA Non-Technical	Construction Cost Estimate
Corridor 1	181.3km	-	-	-	-	-
Corridor 2	168.1km	Not significantly different	Not significantly different	Not significantly different	Not significantly different	8% more cost
Corridor 3	171.9km	Not significantly different	Not significantly different	Not significantly different	More favourable option	23% more cost
Corridor 4	208.3km	Significantly longer transit time	Least favourable option	Least favourable option	Least favourable option	34% more cost

The Australian Government's decision on the preferred study corridor also took into account other community based feedback, the work of the Yelarbon to Gowrie Project Reference Group and the report of its independent chairman.

More information about how the corridor was determined can be found on the Department of Infrastructure and Regional Development's website www.infrastructure.gov.au/rail/inland/border-to-gowrie/.

Further information on the process to refine the route can be found at www.inlandrail.com.au/documents





1800 732 761

Next steps



Working with the local community

ARTC is committed to working closely with landholders and local communities. Our objectives for engagement are to ensure everyone is aware of and understands the need for the project, and that diverse views are heard and provided as input to the formal planning processes.

Where ARTC cannot resolve an issue, there will be a clear and transparent explanation as to why.

Prior to the end of the year, ARTC will establish a Community Consultative Committee for the project. The purpose of the Committee will be to:

- ▶ Facilitate broader community involvement in the project
- ▶ Seek community feedback and input to project outcomes
- ▶ Increase awareness and understanding for the project by providing communities with 'one-point of call' for project information
- ▶ Act as a conduit between the project team and the community to provide information or address issues and concerns.

Anyone within the project area who is able to represent a community, locality or industry can apply for a position on the Committee. Nominations for positions will be called for in the coming weeks.

Interested community members should complete a nomination form, with supporting documentation, and then email it to the project team at inlandrailqld@artc.com.au.

More information about the Community Consultative Committee can be found on our website at www.inlandrail.com.au/B2G.

Community information sessions

In the coming weeks and months, we will be hosting a series of community information sessions to provide more details about the preferred study corridor and our planning for environmental and other investigations.

Details of these sessions will be advertised widely in advance, including being published in your local newspaper and online at www.inlandrail.com.au.

Find out more

ARTC is committed to working with State and local governments, communities and landowners as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about Inland Rail and impacts in your area or on your property please let us know.

Register to receive updates

If you wish to continue to receive newsletters and updates about B2G, please sign up by visiting www.inlandrail.com.au, emailing inlandrailqld@artc.com.au or phoning **1800 732 761**.



APPENDIX

INLAND
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Stakeholder Engagement Report

Appendix B Project Fact Sheets

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

PROJECT FACTSHEET

NSW/QLD BORDER TO GOWRIE, QLD

About Inland Rail

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700km line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to domestic and international markets and will support Australia's four richest farming regions; provide supply chain benefits and substantial cost savings for producers.

About the New South Wales/Queensland Border to Gowrie project

The New South Wales/Queensland Border to Gowrie (B2G) section of Inland Rail comprises approximately 145km of new dual gauge track, and 78km of upgraded track from the New South Wales/Queensland border near Yelarbon, to Gowrie Junction, north west of Toowoomba. It crosses the two local government areas of Goondiwindi and Toowoomba.

Following a comprehensive 'like for like' comparison of four alternative corridors, in September 2017, the Australian Government determined the preferred area for B2G. The two-kilometre-wide study area to progress to the next phase of design will go via Millmerran, Brookstead, Pittsworth and the Wellcamp-Charlton Industrial Precinct. This study corridor is being progressed through the formal project planning and approvals process.



Inland Rail projects

Inland Rail has been divided into 13 projects to deliver the 1,700km rail line by 2024/25. There are five projects in Queensland.

NSW/QLD BORDER TO GOWRIE, QLD

Next steps

The B2G project is currently in the Project Feasibility phase and we are in the process of developing the Environmental Impact Statement (EIS) and a feasibility design for the project. The aim of this phase is to gather baseline data, analyse potential impacts, develop mitigation measures to address these impacts and to refine and finalise the optimal alignment.

During the preparation of the EIS, the project team will be doing a range of investigations throughout the project study area, including:

- ▶ **geotechnical surveys** – to obtain information about the physical properties of the soil and rock
- ▶ **hydrology studies** – to obtain information about flooding and surface water movements
- ▶ **ecological surveys** – to identify habitats and/or species that exist within the area of investigation
- ▶ **noise, air quality and vibration surveys** – to measure background noise, air quality and vibration levels at key sites

- ▶ **land surveys** – to identify property boundaries and any easements and to install survey pegs if required
- ▶ **utility identification surveys** – to identify infrastructure such as gas and water pipelines
- ▶ **heritage surveys** – investigations for any evidence of Aboriginal and non-Aboriginal artefacts/heritage
- ▶ **Condamine floodplain assessment** – ARTC is prioritising its assessment of engineering and technical options for crossing the Condamine floodplain within the study area. ARTC is working with the community to develop a design for crossing the Condamine floodplain. The preferred design will be finalised in late 2018.

The Inland Rail team will continue to engage with landowners, residents, businesses, community groups and other key stakeholders during the Project Feasibility phase. There will be a range of consultation opportunities throughout this phase and we encourage you to be involved to ensure community issues and concerns are considered and addressed in the EIS and feasibility design.

What has been happening?

ARTC has started environmental investigations in the B2G two-kilometre study area. These investigations include visual assessments, flora and fauna surveys, air quality and noise monitoring, and collection of water, soil and rock samples.

ARTC has also been engaging with landowners and key stakeholders within the study area to inform the development of the design and EIS.

ARTC has established two community consultative committees for the project:

- ▶ Inner Darling Downs Community Consultative Committee
- ▶ Southern Darling Downs Community Consultative Committee.



Want to know more?

ARTC is committed to working with communities and landowners, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about the B2G project please let us know.

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Project reference design between Athol and Gowrie

AREA FACT SHEET

QLD

NSW/QLD Border to Gowrie Project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

The proposed rail alignment between Athol and Wellcamp

- ▶ travels parallel to the Gore Highway where possible
- ▶ allows for safe stacking distances between the local road crossing in Athol and the Gore Highway
- ▶ allows for a connection road between Athol School Road and Purcell Road
- ▶ aligns with property boundaries where possible.

The proposed rail alignment between Wellcamp and Warrego Highway

- ▶ meets Obstacle Limitation Surface (OLS) requirements at Wellcamp Airport
- ▶ provides more distance between Gowrie Mountain community and Inland Rail.



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The proposed rail alignment between the Warrego Highway and the Gowrie to Helidon Project

- ▶ was optimised based on landowner feedback to reduce the impact to farming operations while balancing the increase in earthworks. The alignment optimisation straightened the proposed alignment to achieve more workable agricultural outcomes
- ▶ connects with the Gowrie to Helidon (G2H) project at InterLinkSQ.

The connection from Inland Rail to the existing Queensland Rail (QR) West Moreton Coal Line along with any realignment works to the QR line and the InterLinkSQ interface works will be documented in the G2H reference design and EIS.

Technical constraints considered in the design process

- ▶ Toowoomba Cecil Plains Road
- ▶ existing utilities (Powerlink, gas, water mains)
- ▶ Westbrook and Dry Creek floodplain
- ▶ Brimblecombe Road
- ▶ Wellcamp Airport infrastructure and OLS
- ▶ challenging topography
- ▶ elevation change of 29m across 1,300m (Warrego Highway to Gowrie Creek)
- ▶ Gowrie Creek floodplain
- ▶ QR West Moreton Coal Line
- ▶ G2H connection and InterLinkSQ.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the project's design and will keep you informed of any changes.

Road/rail clearances

Crossings identified as possible grade separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project. Although the proposed rail alignment has included rail alignment heights, these may change during the detailed design process.

Any changes will need to be in line with the EIS and associated conditions, as well as additional reviews and approvals.

How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly affected landowners
- ▶ government agencies and local councils
- ▶ local businesses
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members
- ▶ Wellcamp Airport
- ▶ InterLinkSQ.

What you told us was important

- ▶ property severance and compensation
- ▶ minimising impacts to the Gowrie Mountain community
- ▶ minimising impacts to existing utility infrastructure
- ▶ changes to roads
- ▶ maintaining access for emergency services
- ▶ impacts to water infrastructure and flow paths
- ▶ rail alignment height
- ▶ noise and vibration
- ▶ maintaining safe distance between planes and trains
- ▶ considering moving alignment to the north of Gowrie Creek
- ▶ impacts the ability to continue farming
- ▶ maintaining access to the Warrego Highway.

How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, social impact assessment and the detailed design phase. Where possible, information is also being used to influence the current stage of design.

More information

To view the proposed alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at [**maps.inlandrail.com/b2g#**](https://maps.inlandrail.com/b2g#/)/ or our project page [**inlandrail.com.au/b2g**](https://inlandrail.com.au/b2g)

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design. Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils.

Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access for emergency services
- ▶ concerns about maintaining access to properties
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements
- ▶ requests to minimise additional vehicle travel times.

LOCATION/ TREATMENT	PROPOSED SOLUTION *	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Purcell Road Level crossing	A level crossing is proposed at Purcell Road to maintain connectivity. Initially Inland Rail believed there would be sufficient height to propose a rail over road option at Purcell Road however the proposed rail alignment has been moved west to minimise land severance and align more closely with shared property boundaries. This has meant the crossing at Purcell Road had to change to a level crossing. A connection will be provided between Athol School Road and Purcell Road for people travelling between Athol School Road and the Gore Highway. This is expected to add an additional two minutes to vehicle travel times.	▶ concerns about stacking distances, sight distances and blocking the Gore Highway ▶ concerns about current safety at the Athol School Road and Gore Highway intersection ▶ comments about people commuting to Toowoomba, Pittsworth and Oakey ▶ concerns about dust ▶ Purcell Road is a connecting road to Wyreema and Cambooya ▶ comments about school buses using Purcell Road and Athol School Road ▶ comments about waste and mail services using these roads ▶ concerns about current flooding/water on Athol School Road ▶ comments about preferring a grade separation and additional commute time rather than a level crossing ▶ comments about a poultry farm in the area ▶ concerns about road closures, additional commute time and the impact/cost to local businesses ▶ comments about Athol School Road and Purcell Road used as detours when there are accidents on Toowoomba Cecil Plains Road, and the Gore and Warrego highways
Toowoomba Cecil Plains Road Rail over road grade separation	It is proposed a rail bridge will be constructed over Toowoomba Cecil Plains Road.	▶ requests for rail bridge over Toowoomba Cecil Plains Road.
Brimblecombe Road Rail over road grade separation	It is proposed a rail bridge will be constructed over Brimblecombe Road. This decision was based on topography, local road use, traffic counts and predicted traffic growth in the area.	▶ comments about Brimblecombe Road being used to access Warrego Highway from Toowoomba Cecil Plains Road ▶ comments about Brimblecombe Road being used as a diversion when the Warrego Highway is closed due to accidents.
Warrego Highway Rail over road grade separation	It is proposed a rail bridge will be constructed over the Warrego Highway. Due to topography and existing utilities in this area, a tunnel was not proposed to traverse the Warrego Highway.	▶ concerns about property access ▶ requests for rail to go under the Warrego Highway.
Chamberlain Road Rail over road grade separation	It is proposed that a rail bridge will be constructed over Chamberlain Road. This decision was based on topography, locals' use of the road, traffic counts and predicted traffic growth in the area.	▶ concerns about local property access ▶ needs to accommodate traffic travelling between Gowrie Junction and the Warrego Highway ▶ needs to accommodate farming machinery.
Leesons Road Level crossing	Leesons Road will remain open with a level crossing.	▶ requests to keep Leesons Road open ▶ comments about no reason for Leeson Road to remain open ▶ comments about access being required for local landowners with land on both sides of the creek.

* Where road consolidations and detours are required travel time estimates have been based on vehicles travelling at 60km/h. The reference design may change as a result of further investigations, government approvals or during the detailed design phase.



Existing



Proposed

View of the proposed alignment, looking north-west on Linora Drive towards the Warrego Highway.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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CURRENT AS AT OCTOBER 2019

PL010



Project reference design between Brookstead and Yarranlea

AREA FACT SHEET

QLD

NSW/QLD Border to Gowrie Project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the proposed project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

The proposed rail alignment at Brookstead

The proposed rail alignment in the Brookstead area:

- ▶ runs parallel (approx. 50m south) to the existing Queensland Rail (QR) corridor and Brookstead township
- ▶ is a compromise between competing community priorities
- ▶ maintains access to properties
- ▶ reduces severance to agricultural land and impacts to farming operations
- ▶ provides more distance between Inland Rail and the Brookstead community
- ▶ allows local roads in Brookstead to remain open
- ▶ allows GrainCorp operations to continue
- ▶ will run under the Gore Highway
- ▶ provides safe stacking distances, sight distances, and accommodates trucks and large farming equipment, while maintaining access to local roads.

The proposed rail alignment at Yarranlea

- ▶ creates an opportunity for a potential siding at the Yarranlea grain silos
- ▶ uses existing rail corridor where possible.

Technical constraints considered in the design process

- ▶ Brookstead township
- ▶ GrainCorp silos and siding
- ▶ Gore Highway
- ▶ Yarranlea grain silos and siding.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the reference design and will keep you informed of any changes.



Road/rail clearances

Crossings identified as possible grade separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project. Although the proposed rail alignment has included rail alignment heights, these may change during the detailed design process.

Any changes will need to be in line with the EIS and associated conditions, as well as additional reviews and approvals.

How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly impacted landowners
- ▶ government agencies and local councils
- ▶ local businesses
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members.

What you told us was important

- ▶ property severance and compensation
- ▶ maintaining access between lots
- ▶ impacts to existing infrastructure
- ▶ changes to roads
- ▶ impacts to water infrastructure and flow paths
- ▶ rail alignment height
- ▶ noise and vibration
- ▶ safety for school children
- ▶ type and extent of fencing along the rail corridor
- ▶ property impacts
- ▶ heavy vehicle movements and routes.

How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, social impact assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

More information

To view the proposed alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at [**maps.inlandrail.com/b2g#/**](https://maps.inlandrail.com/b2g#/) or our project page [**inlandrail.com.au/b2g**](https://inlandrail.com.au/b2g)



Silos at Yarranlea

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design. Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils.

Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access for emergency services
- ▶ concerns about maintaining access to properties
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements
- ▶ Brookstead traffic is seasonal. Traffic can quadruple in a day during a good season
- ▶ requests to minimise additional vehicle travel times.

LOCATION/ TREATMENT	PROPOSED SOLUTION *	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Elsden Road Level crossing	After speaking with directly affected landowners, Inland Rail was able to align the existing road further south for safe vehicle queueing. Elsden Road will remain open with a level crossing.	▶ consider re-routing the Gore Highway to follow Inland Rail to the south east and construct the rail over Elsden Road ▶ consider following the Gore Highway around Brookstead and construct the rail over Elsden Road ▶ trucks and large farming equipment need to be able to cross the Gore Highway ▶ would prefer line is moved further south than close to Elsden Road. Important to be able to maintain access to properties ▶ Elsden Road needs to stay open ▶ consider sealing Elsden Road ▶ use Elsden Road to access properties during floods.
Mann Silo Road Level crossing	A level crossing will be provided at Mann Silo Road to maintain connectivity to the Brookstead township and GrainCorp operations.	▶ need to safely maintain access for trucks, vehicle movements and employees using the grain site ▶ ensure there is enough distance between the existing QR line and the proposed rail line for safe truck movements ▶ concerns about noise for Brookstead ▶ mostly road trains use Mann Silo Road ▶ trucks queue on this road seasonally - trucks stack all the way up Ware Street in four directions ▶ concerns about more traffic in Brookstead ▶ concerns about drainage ▶ Mann Silo Road is flood prone ▶ concerns about dust ▶ requests for Mann Silo Road to be sealed.
Gore Highway Road over rail	The Gore Highway will be constructed as a road bridge over the proposed rail alignment. The overpass is expected to be 7.1m above the rail alignment and the gradient will be in line with Austroads design standards.	▶ highway overpass to allow for two lanes in each direction to future-proof ▶ consider merging lanes ▶ concerns about noise of trucks using the overpass ▶ re-route the Gore Highway to follow Inland Rail to the south east and make use of the Elsden Road height difference for rail over road overpass ▶ concerns about slow moving vehicles going up a gradient and merging ▶ consider upgrading the Saal Road and Gore Highway intersection.

* Where road consolidations and detours are required travel time estimates have been based on vehicles travelling at 60km/h. The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

LOCATION/ TREATMENT	PROPOSED SOLUTION *	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Saal Road/ Ware Street Road over road	Connectivity from Saal Road to the Gore Highway will be maintained via a new road connection from Ware Street to Saal Road. This proposed connection will be constructed under the Gore Highway overpass.	- concerns about current intersection. Requests for a safer solution with clear sight distances and enough distance to join the Gore Highway - Brookstead traffic is seasonal. Traffic can quadruple in a day during a good season - requests for Saal Road to stay open - requests to maintain two way access onto the Gore Highway - concerns about more traffic in Brookstead - concerns about the gradient of the Gore Highway going over the rail.
Longhurst Road Level crossing	A level crossing will be provided to maintain connectivity for locals.	- local road use - farming equipment and large trucks.
Yarranlea Road Rail over road	A rail bridge is proposed to be constructed over Yarranlea Road. The height distance between road and rail will cater for the trucks and farming equipment used by this community.	consider the future plans of the solar farm and silos in this area.
Roche Road/ Murlaggan Road and Kahler Road Rail over road	A rail bridge is proposed to be constructed over Roche Road. The height distance between road and rail will cater for the trucks and farming equipment used by this community. Murlaggan Road traffic will be detoured to the Roche Road crossing. This will add an additional two minutes to vehicle travel times. Kahler Road traffic will be detoured to the Roche Road crossing. This will add an additional four minutes to vehicle travel times.	- use Roche Road to access St Ruths Road - walk cattle on foot along Roche Road regularly to another block of land - Murlaggan Road is the only access to some properties - concerns about changing access to properties. Need to ensure changes to property access still accommodate large farming machinery and large trucks - regularly walk cattle along Murlaggan Road and Kahler Road - Kahler Road is the only access for some farms and residents, and needs to remain open.

* Where road consolidations and detours are required travel time estimates have been based on vehicles travelling at 60km/h.



Existing



Proposed

View of the proposed alignment, looking south-east on Ware Street at Brookstead State School.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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CURRENT AS AT OCTOBER 2019

IR_0311



Project reference design between Kurumbul and Whetstone

NSW/QLD Border to Gowrie

AREA FACT SHEET

QLD

About the project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and key stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

The proposed rail alignment

- ▶ follows the existing Queensland Rail (QR) South Western line from Kurumbul to Whetstone
- ▶ seeks to minimise property severance and impacts to dwellings by using existing infrastructure
- ▶ allows for two 2,200m crossing loops in Kurumbul and Whetstone, in addition to the existing QR loop near South Kurumbul Road
- ▶ requires track upgrades and the widening of the existing rail corridor by approximately 10m in some areas
- ▶ improves safety and clearances at the Cunningham Highway in Yelarbon with a road-over-rail grade separation
- ▶ allows for the realignment of East Sawmill Road to run parallel to the proposed alignment to accommodate the widening of the rail corridor
- ▶ avoids existing private dams and water infrastructure
- ▶ avoids impacts to farming in Yelarbon and Whetstone.

Technical constraints considered in the design process

- ▶ Graincorp operations
- ▶ Yelarbon township
- ▶ local feedlots
- ▶ existing road crossings.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the project's design and will keep you informed of any changes.



A feedlot near the existing rail line in Yelarbon.

Proposed clearances

Crossings identified as possible grade-separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project.

Although the project reference design includes heights, these may change during the detailed design process for the project. Any changes will need to be in line with the EIS and associated conditions, as well as requiring additional reviews and approvals.

How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly affected landowners
- ▶ local businesses
- ▶ government agencies and local councils
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members
- ▶ Graincorp.

What you told us was important

- ▶ safe sighting distances at road intersections and level crossings
- ▶ keeping South Kurumbul Road open to enable continued access to Goondiwindi
- ▶ keeping current alignment of Georges Lane and Yelarbon Kurumbul Road to avoid property impacts and waste deposits
- ▶ safe crossing of the Cunningham Highway at Yelarbon that maintains access to the town and businesses
- ▶ understanding farm machinery movements
- ▶ understanding vehicle types and movements (e.g. cattle trucks, grain trucks, cars etc)
- ▶ understanding local businesses and road movements they generate
- ▶ minimising property severance.

How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, the Social Impact Assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design.

Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils. Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access to properties and farming businesses
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements.



A Southern Darling Downs Community Consultative Committee meeting in 2018.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
South Kurumbul Road	Remain as a level crossing.	▶ road trains use South Kurumbul Road frequently ▶ main access road from Kurumbul and Yelarbon to Goondiwindi ▶ Kurumbul dump is located off Yelarbon Kurumbul Road/ Georges Lane.
Cunningham Highway Road over rail	It is proposed a road bridge will be constructed over the Cunningham Highway. To increase safety for local road users, a cul-de-sac will prevent access from Kera Street to Yelarbon Keetah Road and Taloom Street/the Cunningham Highway. Bengalla Street will be extended through the gazetted road reserve to connect with Yelarbon Keetah Road and maintain local connectivity for residential Yelarbon.	▶ requests for safety to be improved by straightening the highway or introducing a grade-separation ▶ highway is busy with trucks ▶ concern about visual amenity and the height of the road bridge over the Cunningham Highway ▶ impacts to several properties adjacent to Taloom Street/ the Cunningham Highway need to be minimised ▶ traffic speed through Yelarbon is a concern ▶ any overpass needs to maintain access to Yelarbon and small businesses ▶ pedestrian access across the line needs to be considered.
Suttons Road	Remain as a level crossing.	▶ main access for surrounding properties to Yelarbon ▶ farm equipment and semi-trailers cross the rail line at Suttons Road ▶ busy road seasonally during harvest.
Springborg Road	Remain as a level crossing.	▶ access needs to be maintained for the mail run twice a week ▶ provides access to State Forest.
Whetstone Access Road	A level crossing is proposed at Whetstone Access Road.	▶ access needs to be maintained for the mail run twice a week ▶ provides access to State Forest.
McDougalls Crossing Road	A level crossing is proposed at McDougalls Crossing Road.	▶ provides access to State Forest ▶ alternative access to parts of Yarranbrook Feedlot.
Cremascos Road	A level crossing is proposed at Cremascos Road.	▶ Cremascos Road is a high-traffic road used daily by road trains, tractors and employees at Yarranbrook Feedlot.

More information

To view the proposed rail alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at maps.inlandrail.com/b2g#/ or our project page inlandrail.com.au/b2g



Level crossings can be either passive or active. This illustration shows an active crossing.



View of the project reference design, including the proposed alignment within the existing QR rail corridor and Cunningham Highway realignment and road overpass, looking south-west towards Goondiwindi, from the Cunningham Highway near Memorial Park.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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CURRENT AS AT OCTOBER 2019

IR_1353



Project reference design between Millmerran and Brookstead

NSW/QLD Border to Gowrie

AREA FACT SHEET

QLD

About the project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and key stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

The proposed rail alignment

- ▶ follows the existing Queensland rail (QR) Millmerran branch line through Yandilla and Pampas
- ▶ crosses the Condamine floodplain with six bridges with a combined total length of 6.1km, and embankment with approximately 500 culverts
- ▶ seeks to minimise property severance and impacts to dwellings by using existing infrastructure
- ▶ balances earthworks with the need to minimise impacts to prime agricultural land
- ▶ minimises changes to existing water flows
- ▶ avoids existing private dams and water infrastructure
- ▶ reduces noise/vibration impacts compared to alternative options
- ▶ allows for a 2,200m crossing loop parallel to Lovells Road
- ▶ minimises impacts to local farms and businesses.

Technical constraints considered in the design process

- ▶ property severance and land use
- ▶ impacts to natural water flow, depth and speed
- ▶ existing QR Millmerran branch line
- ▶ Condamine River floodplain
- ▶ existing critical farming infrastructure
- ▶ black soil conditions
- ▶ stacking and sighting distances in Pampas adjacent to the Gore Highway.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the project's design and will keep you informed of any changes.



The existing railway line, Gore Highway, Pampas.

Proposed clearances

While there are no crossings identified as possible grade-separated intersections (where the rail goes over or under the road), in this area, other areas of the proposed rail alignment are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project.

Although the project reference design includes heights, these may change during the detailed design process for the project. Any changes will need to be in line with the EIS and associated conditions, as well as requiring additional reviews and approvals.

How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly affected landowners
- ▶ local businesses
- ▶ government agencies and local councils
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members.

What you told us was important

- ▶ changes to water behaviour – water levels and velocities
- ▶ minimising impacts to property – value/severance
- ▶ minimising impacts to water flow paths, depths and speeds
- ▶ scour and erosion, especially on cropping land
- ▶ maintaining access to farming infrastructure and not disrupting business operations
- ▶ height of the rail line
- ▶ changes to roads, especially those used frequently by heavy machinery during harvest
- ▶ safe sighting distances at road intersections.

How your feedback is being used

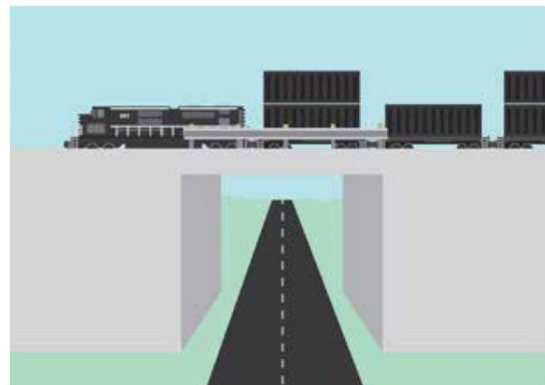
Feedback has assisted us to identify issues to be addressed in the EIS, Social Impact Assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

More information

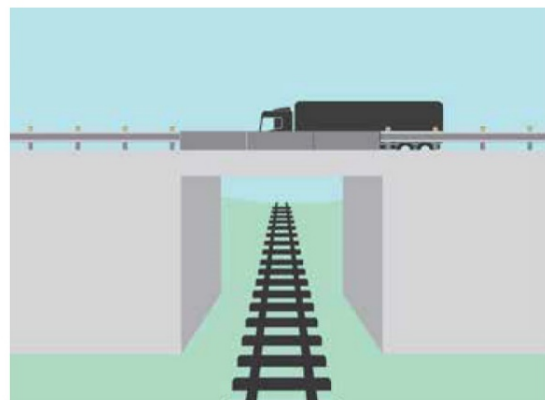
To view the proposed rail alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at maps.inlandrail.com/b2g# or our project page inlandrail.artc.com.au/b2g



Example of level crossing. Level crossings can be either passive or active. This illustration shows an active crossing.



Example of rail over road.



Example of road over rail.

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design. Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils. Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access for emergency services
- ▶ concerns about maintaining access to properties
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Owens Scrub Road Level crossing	A level crossing is proposed at Owens Scrub Road.	▶ Owens Scrub Road is the main route to the power station and Commodore Mine and is very busy at shift change. Large mining vehicles also use the road ▶ the road is also the main access to the dump from Millmerran which can attract bulldozers and excavators ▶ frequent use by large and wide machinery ▶ large machinery and harvesters use Owens Scrub Road as a back road from Millmerran to Leyburn ▶ local bus route ▶ preference for active level crossing at Owens Scrub Road ▶ requests for the entire road to be sealed.
Lindenmayer Road Level crossing	A level crossing is proposed at Lindenmayer Road.	▶ access to the Gore Highway from Lindenmayer Road needs to be maintained.
Hall Road Level crossing	A level crossing is proposed at Hall Road.	▶ access needs to be maintained for local business operations.
Millmerran-Leyburn Road Level crossing	A level crossing is proposed at Millmerran-Leyburn Road.	▶ treatment needs to consider localised flooding impacts ▶ road trains use Millmerran-Leyburn Road from the Gore Highway to access grain silos ▶ road frequently used by semi-trailers, headers, cotton pickers and other wide and long machinery ▶ back route to Warwick and often used to transport livestock to a number of feedlots on the route.
Gilgai Lane Level crossing	A level crossing is proposed at Gilgai Lane.	▶ access to the Gore Highway from Gilgai Lane needs to be maintained ▶ preference for slip lanes from the Gore Highway to improve safety ▶ key route for local farming operations.
Fysh Road Level crossing and road diversion	It is proposed that Fysh Road will be diverted to join Harris Road where there will be a level crossing before joining the Gore Highway. The existing level crossing at Fysh Road will be closed. The diversion will also allow connectivity to Pampas Pit Road from the north east.	▶ not currently a road train route but should be future-proofed as one ▶ very frequent use during harvest with long and wide vehicles. ▶ regular use by heavy machinery outside of harvest ▶ campers and caravans frequent Fysh Road ▶ Fysh Road is a busier road than Pampas Pit Road ▶ need to keep right-hand turns open for service station and residents preference to keep Fysh Road as far east as possible to increase sighting distances ▶ preference for Fysh Road to be as close as possible to aligning with Pampas Pit Road ▶ slip lanes from the highway would be beneficial ▶ school bus drop off area near Fysh Road on the Gore Highway ▶ truck speeds a concern in the area - speed restrictions would be supported.



View of the project reference design, which follows the existing QR rail corridor, looking south-east from the Gore Highway near the intersection of Brose Lane.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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CURRENT AS AT OCTOBER 2019

IR_1395



Project reference design between Pittsworth and Southbrook

AREA FACT SHEET

QLD

NSW/QLD Border to Gowrie Project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and stakeholders.

The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

The proposed rail alignment in this area

- ▶ avoids Toowoomba Regional Council's water reservoirs
- ▶ does not cross the Gore Highway and, where possible, runs parallel to the highway
- ▶ reduces community impacts such as noise and vibration in the Southbrook township compared to alternative alignment options closer to Southbrook
- ▶ includes a 2,200m crossing loop at Linthorpe.

Technical constraints considered in the design process

- ▶ existing Queensland Rail (QR) Millmerran branch line
- ▶ Gore Highway
- ▶ Pittsworth and Southbrook townships
- ▶ road rail interfaces
- ▶ property boundaries and undulating topography.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the reference design and will keep you informed of any changes.

Road/rail clearances

Crossings identified as possible grade separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project. Although the proposed rail alignment has included alignment heights, these may change during the detailed design process.

Any changes will need to be in line with the EIS and associated conditions, as well as additional reviews and approvals.



How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly affected landowners
- ▶ government agencies and local councils
- ▶ local businesses
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members.

What you told us was important

- ▶ minimising impacts to property severance and compensation
- ▶ changes to roads
- ▶ maintaining access for emergency services
- ▶ impacts to water infrastructure and flow paths
- ▶ rail alignment height
- ▶ noise and vibration
- ▶ impacts to townships including schools
- ▶ safe sighting distances at road intersections
- ▶ consideration of farm machinery movements
- ▶ understanding vehicle types and movements (eg caravans, cars, trucks, horse floats and so on)
- ▶ understanding community connectivity and road use between townships and major centres
- ▶ understanding local businesses and road movements they generate
- ▶ understanding current road conditions and how they may be improved.



How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, social impact assessment and the detailed design phase. Where possible, information is also being used to influence the current stage of design.

More information

To view the proposed alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at [**maps.inlandrail.com/b2g#**](https://maps.inlandrail.com/b2g#/)/ or our project page [**inlandrail.com.au/b2g**](https://inlandrail.com.au/b2g)

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design. Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils.

Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access for emergency services
- ▶ concerns about maintaining access to properties
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements
- ▶ requests to minimise additional travel times.



View of the project reference design looking north-east towards Geitz Road, Southbrook. This artist's impression illustrates the cutting at Southbrook and does not represent the final landscape.

LOCATION/ TREATMENT	PROPOSED SOLUTION *	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
French Road and Tip Road Level crossing	French Road is proposed to be detoured to a level crossing at Tip Road. This will add an additional one minute vehicle travel time when using French Road. There will be approximately 300m between the crossing and the Gore Highway, to accommodate roadtrains.	▶ cattle are walked along the road ▶ community cattle yards on Tip Road ▶ concerns about safety and sight distances when entering and exiting the Gore Highway ▶ local trucking company will have over 100 workers using the road each day ▶ concerns about maintaining easy access to Pittsworth and Toowoomba.
Oakey Pittsworth Road, Quibet Road and Dallman Road Rail over road	It is proposed a rail bridge will be constructed over Oakey Pittsworth Road to maintain connectivity. The Dallman Road connection to the Gore Highway and Quibet Road will be detoured via Oakey Pittsworth Road. This is expected to add an additional two minutes to vehicle travel times on Dallman Road and one minute on Quibet Road. A connection road is proposed between Quibet Road and Dallman Road.	▶ Oakey Pittsworth Road caters for all types of vehicles ▶ requests for an under/overpass to keep movements uninterrupted and safe ▶ access between Oakey Pittsworth Road and Quibet and Dallman roads is required ▶ high traffic due to feedlot at Texas ▶ consider slip lanes for traffic movements between Oakey Pittsworth Road and the Gore Highway, and between Oakey Pittsworth Road and Quibet Road.
Lochaber Road, McEwan Lane and Paint Mine Road Rail over road	It is proposed a rail bridge will be constructed over Lochaber Road. The McEwan Lane and Paint Mine Road connections to the Gore Highway will be detoured via Lochaber Road. This is expected to add an additional one minute to vehicle travel times on McEwan Lane and three minutes on Paint Mine Road. A connection road will be provided between McEwan Lane and Paint Mine Road.	▶ Lochaber Road is the main access road from the east to Stoneleigh Road and McEwan State Forest ▶ very busy roads seasonally ▶ Lochaber Road is the main access to Toowoomba and Pittsworth for this community ▶ very popular kennels on Paint Mine Road. 30-40 vehicles use this road for the business per day ▶ horses are ridden along McEwan Lane and Paint Mine Road ▶ concerns about adequate stacking distance and queuing.
Linthorpe Road Road over rail	It is proposed a road bridge will be constructed over the rail line at Linthorpe Road.	▶ requests to use existing rail line south of the highway ▶ concerns about level crossings ▶ road is used to travel to Pittsworth and Toowoomba ▶ concerns about sight distances due to fog.
Geitz Road, Linthorpe Valley Road Level crossing	It is proposed Geitz Road will be detoured to the Linthorpe Valley Road level crossing. This is expected to add an additional five minutes to vehicle travel times. The level crossing at Linthorpe Valley Road will accommodate large trucks and hay and earthmoving machinery.	▶ concerns about connections between the Gore Highway and Geitz Road and Linthorpe Valley Road ▶ Linthorpe Valley Road floods and Geitz Road provides alternative access ▶ if Geitz Road is closed, consider upgrading Luck Road for people travelling to Pittsworth ▶ roads used to access Pittsworth and Toowoomba ▶ local trucking company carries farming equipment.
Bushy Lane and Biddeston Southbrook Road Rail over road	It is proposed a rail bridge will be constructed over Biddeston Southbrook Road. Bushy Lane is proposed to be detoured to Biddeston Southbrook Road. This is expected to add an additional one minute to vehicle travel times.	▶ Bushy Lane is a preferred route between Toowoomba and Linthorpe Valley Road ▶ residents use this road when there is a flood event ▶ Bushy Lane would be utilised more if it were sealed ▶ concerns about additional travel time ▶ Biddeston Southbrook Road is used as a connection to the Gore Highway, Pittsworth, Toowoomba, Oakey, Wellcamp Airport and Dalby ▶ concerns about stacking distances, queues, slip lanes and overtaking lanes ▶ Biddeston Southbrook Road is used by transport companies to cart livestock ▶ consider widening Biddeston Southbrook Road.

* Where road consolidations and detours are required travel time estimates have been based on vehicles travelling at 60km/h. The reference design may change as a result of further investigations, government approvals or during the detailed design phase.



View of the project reference design, looking north-west on Pittsworth Felton Road, towards Oakey-Pittsworth Road and the Gore Highway.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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CURRENT AS AT OCTOBER 2019

IR_1309



Project reference design between Whetstone and Millmerran

NSW/QLD Border to Gowrie

AREA FACT SHEET

QLD

About the project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and key stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructibility, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS). Several alignment options were considered between Inglewood and Clontarf.

The proposed alignment impacts the least number of farm operations and dwellings within 200m of the alignment. It also affects the smallest number of farms mid-block.

The proposed rail alignment

- ▶ minimises property severance and impacts to dwellings
- ▶ balances earthworks with the need to minimise impacts to prime agricultural land
- ▶ considers Macintyre Brook floodplain impacts on embankment design, drainage and structures
- ▶ considers the crossing of Millmerran-Inglewood Road
- ▶ allows a 2,200m crossing loop near Canning Creek
- ▶ avoids impact to the Commodore Mine open-cut pit
- ▶ minimises road rail interfaces
- ▶ incorporates significant hydrology work in order to cross six creeks.

Technical constraints considered in the design process

- ▶ Millmerran-Inglewood Road
- ▶ Macintyre Brook floodplain
- ▶ earthwork volumes
- ▶ location of Commodore Mine and potential future expansion areas
- ▶ multiple creek crossings.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the project's design and will keep you informed of any changes.



View of the project reference design, including proposed alignment and crossing of Millmerran-Inglewood Road, looking north between Commodore Mine and Millmerran township

Proposed clearances

Crossings identified as possible grade-separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project.

Although the project reference design includes heights, these may change during the detailed design process of the project. Any changes will need to be in line with the EIS and associated conditions, as well as requiring additional reviews and approvals.

How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly affected landowners
- ▶ local businesses
- ▶ government agencies and local councils
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members.

What you told us was important

- ▶ safe sighting distances at road intersections and level crossings
- ▶ minimising property severance
- ▶ understanding farm machinery movements
- ▶ understanding vehicle types and movements (e.g. cars, trucks, headers)
- ▶ understanding community connectivity and road use between townships
- ▶ understanding local businesses and road movements they generate.

How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, Social Impact Assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

More information

To view the proposed rail alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at maps.inlandrail.com/b2g# or our project page inlandrail.com.au/b2g

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design. Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils. Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access to properties
- ▶ concerns about access for emergency and community services
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements
- ▶ concerns about impacts on local school bus routes
- ▶ local business operations and employee travel.



View of the project reference design, including proposed alignment and crossing loop, looking north towards Grays Road.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Bybera Road Realignment and level crossing	Due to the steep topography within the forestry, it is proposed that Bybera Road will be realigned to the east in the vicinity of the rail alignment. A level crossing is proposed at this location.	▶ access to State Forest ▶ semi-trailers and logging trucks use Bybera Road frequently.
Lovells Crossing Road Level crossing	A level crossing is proposed at Lovells Crossing Road.	▶ used by local residents to access Millmerran-Inglewood Road when other roads are cut off by floodwaters.
Thornton Road Level crossing	A level crossing is proposed at Thornton Road.	▶ logging trucks and light vehicles use Thornton Road daily ▶ Thornton Road is the back access to Lovells Crossing Road through the forestry when other roads are cut off by floodwaters.
Millmerran-Inglewood Road, Heckendorf Road and Schwartens Road One level crossing Two rail over road grade separations Two road diversions	It is proposed the rail line will cross Millmerran-Inglewood Road three times. The southern crossing, approximately eight kilometres north of the Cunningham Highway intersection, will be a level crossing. A rail bridge is proposed at the second crossing between Millwood Road and Heckendorf Road. Heckendorf Road will be diverted south, traveling parallel to the proposed rail alignment, before joining Millmerran-Inglewood Road. This will add approximately two minutes travel for a vehicle travelling at 60km per hour. A rail bridge is also proposed at the northern crossing after Schwartens Road. Schwartens Road will be closed at the intersection of Millmerran-Inglewood Road and Kooroongarra Road. It will be diverted east along property boundaries and re-join Millmerran-Inglewood Road approximately one kilometre north of the proposed rail bridge on Millmerran-Inglewood Road. This will add under two minutes travel for a vehicle traveling at 60km per hour.	▶ desire for the rail line to be straight and follow Millmerran-Inglewood Road to minimise land requirements ▶ Millmerran-Inglewood Road is the mail run route ▶ school bus route ▶ Heckendorf Road and Schwartens Road are frequently used by wide machinery and cattle trucks ▶ emergency services and health care providers regularly use Heckendorf Road ▶ water runoff is an issue on Schwartens Road.
Grays Road Level crossing	A level crossing is proposed at Grays Road.	▶ road used regularly by logging trucks and cattle trucks ▶ daily use for local residents in light vehicles ▶ mail run route.
Wongavale-Yugilbar Road Level crossing	A level crossing is proposed at Wongavale-Yugilbar Road.	
Kooroongarra Road Level crossing	A level crossing is proposed at Kooroongarra Road.	▶ tractors, headers and other heavy and wide farm machinery use Kooroongarra Road frequently to access Millmerran-Inglewood Road and travel between properties ▶ this road is a shortcut to Warwick and Leyburn ▶ busier than other roads in close proximity ▶ boom gates preferred at this location ▶ local school bus route.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Paton Road Level crossing	A level crossing is proposed at Paton Road.	▶ Paton Road is a shortcut to Stonehenge used by large vehicles ▶ Regular light vehicle use.
Nicol Creek Road Level crossing	A level crossing is proposed at Nicol Creek Road.	
Millwood Road Level crossing	A level crossing is proposed at Millwood Road.	▶ heavy use seasonally during harvest ▶ heavy and light vehicles use Millwood Road to connect between the Gore Highway and Millmerran-Inglewood Road ▶ a heavy vehicle escort is often used between Millwood Road and Millmerran-Inglewood Road ▶ wide vehicles often use Millwood Road so clearance must accommodate this ▶ local employer sees up to 16 workers use Millwood Road ▶ local school bus route ▶ frequently used by locals as a shortcut to Warwick.
Blackwell Road Level crossing	A level crossing is proposed at Blackwell Road.	▶ heavy and wide vehicles such as tractors use Blackwell Road weekly to shift materials between properties ▶ frequent use by workers at Commodore Mine ▶ regular use by headers and wide implements ▶ Blackwell Road is the access to the rabbit fence ▶ emergency services and health care providers regularly use Blackwell Road.
Commodore Peak Road and Scragg Road Level crossing and road diversion	Commodore Peak Road will be diverted north where Scragg Road diverts slightly west. Commodore Peak Road will cross the proposed alignment with a level crossing. This will add approximately 30 seconds travel time for a vehicle traveling at 60 kilometres per hour.	▶ heavy and light vehicles use both roads regularly ▶ Scragg Road sees regular use by tractors, headers, cattle trucks and other wide machinery ▶ alternative route to Millmerran for machines and light vehicles.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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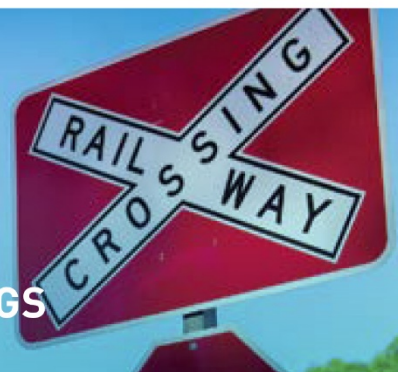
CURRENT AS AT OCTOBER 2019

IR_1354

NSW/QLD BORDER TO GOWRIE PROJECT



PUBLIC ROAD RAIL CROSSINGS



FACT SHEET

QLD

NSW/QLD BORDER TO GOWRIE PROJECT

The NSW/QLD Border to Gowrie (B2G) project comprises of approximately 146 km of new dual-gauge track and 78 km of upgraded track from the NSW/QLD border, near Yelarbon, to Gowrie Junction, north west of Toowoomba in Queensland. As part of the project, we are in the process of gathering feedback and designing public road crossings.

Any proposed changes to public roads will consider a number of factors such as: safety, sight distances at level crossings, traffic numbers, stacking distances and whether alternative access is available and the distances involved. All proposed changes are subject to review and approval by the relevant road authorities.

Community consultation is vital to the success of Inland Rail and we are committed to working with communities and stakeholders. As information becomes available, we will keep communities informed of any proposed changes to existing infrastructure. Any proposed changes are subject to review and approval by the relevant road authorities.

WHAT WE'VE HEARD FROM THE COMMUNITY

Between November 2018 and March 2019 key themes raised by the community about public road rail crossings included:

- ▶ emergency services, bus routes and postal service access should be maintained
- ▶ grade-separated interchanges are preferred where possible
- ▶ clearance widths and heights of trucks and machinery needs to be considered as a high volume of B-double and B-triple trucks, cattle trucks, large mining equipment and farm machinery use local roads
- ▶ community connectivity is important
- ▶ interest in the potential change to travel times, and whether a level crossing or grade separation would change this
- ▶ interest in local tendering opportunities.

The community's feedback is being considered, together with traffic counts and information from local councils and Queensland Government departments in designing public road rail crossings. We are working with emergency services, bus operators and transport companies to ensure the community remains connected to essential services.

As a result of the community's feedback and discussions with relevant road authorities, we have developed some initial design solutions for grade-separated treatments at the following roads:

Rail over road

- ▶ Warrego Highway
- ▶ Brimblecombe Road
- ▶ Toowoomba – Cecil Plains Road
- ▶ Biddeston Southbrook Road
- ▶ Lochaber Road
- ▶ Oakey – Pittsworth Road
- ▶ Roche Road
- ▶ Yarranlea Road.

Road over rail

- ▶ Purcell Road
- ▶ Linthorpe Road
- ▶ Gore Highway (Brookstead).

Please note design work is continuing and the proposed treatments at these roads may change. The design of treatments at other roads in the project area is still underway.

For more information on where the B2G project may impact on public roads, please visit our interactive map at artc.mysocialpinpoint.com.au/b2g#/ or call **1800 732 761**.

FREQUENTLY ASKED QUESTIONS

What is a public road rail crossing?

A public road rail crossing is where the rail and a public road intersect. Crossings may take the form of:

- ▶ level crossings (including active level crossings with lights and boom gates, or passive level crossings with stop signs)
- ▶ grade-separated intersections (where the rail goes over or under the road).

Do you know which roads you are changing?

The design for public level crossings is not completed or approved, and therefore at this stage we do not have a list of proposed treatments for the roads intersected by the B2G project. As a result of the community's feedback and discussions with relevant road authorities, our initial design solutions indicate there may be a possibility for a rail over road (grade separated) treatment at some locations as per the front page of this flyer. As information becomes available, we will keep communities informed of any proposed changes to existing infrastructure.

Will community access be maintained?

We are working with emergency services, bus operators and transport companies to ensure the community remains connected to essential services. The feedback that we are gathering will assist us to design public road rail crossings that maintain community connectivity.

Will emergency services still have access?

Yes. We are working with emergency services, bus operators and transport companies to ensure the community remains connected to essential services.

Are you talking to the Department of Transport and Main Roads and council?

Yes. We are working with the Department of Transport and Main Roads and councils to understand the existing road use, potential future road use and to meet their requirements.

How are changes to roads decided?

Any proposal to change public roads includes consideration for safety, sight distances at level crossings, traffic numbers, stacking distances, if alternative access is available and the distances involved. All changes proposed are subject to review and approval by the local road authorities through the Environmental Impact Statement (EIS) process.

What information did you seek from the community and how?

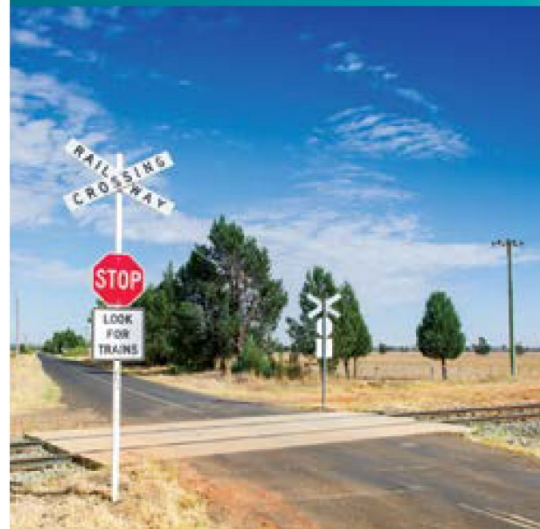
From November 2018 to March 2019, we sought information from landowners and community members regarding travel routes, how often local roads are used and what types of vehicles use the roads (cars, farming machinery, trucks and other equipment). Community members were able to provide their feedback through meetings, pop-up consultation stands, interactive map, phone calls and emails.

This valuable feedback is being considered, together with traffic counts and information from local councils and Queensland Government departments in designing public road rail crossings. We are also working with Emergency Services, bus operators and transport companies to ensure the community remains connected to essential services.

How will community feedback be used?

Gaining a thorough understanding of how people use existing roads is assisting us to design public road rail crossings that keep communities safely connected.

ARTC acknowledges the uncertainty for landowners and communities while we plan the B2G section of Inland Rail can be stressful. If you are experiencing stress, depression and/or anxiety, please call **1300 971 309** to speak to a local, independent service, to access support either face-to-face or on the telephone.



WANT TO KNOW MORE?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this fact sheet, please let us know.

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inlandrail.com.au/B2G



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CURRENT AS AT MARCH 2019

IR_914

WEED HYGIENE



FACT SHEET

ABOUT INLAND RAIL

Inland Rail is a once-in-a-generation project that enhances the national supply chain and connects regional Australia to markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700km line is the largest freight rail infrastructure project in Australia. It will better connect farms and cities to markets and will support some of Australia's richest farming regions, providing supply chain benefits and substantial cost savings for producers.

OUR COMMITMENT

We are committed to limiting the impact of construction and operational activities on the communities in which we work.

The Inland Rail *Environment and Sustainability Policy* outlines our commitment to practical sustainability measures across the Inland Rail programme. We implement best-practice management measures to protect the environment while also minimising the Inland Rail environmental footprint. Our vegetation management practices and strategies, including our weed hygiene responsibilities, align with our commitment of achieving a balance between our environmental responsibilities while providing a safe and reliable rail network.

This fact sheet is a guide to how we manage our weed hygiene responsibilities as we work on Inland Rail.

WHAT ARE WEEDS?

Weeds are plants that have been identified as a threat to the natural environment and have impacts on primary industries, natural ecosystems and human and animal health. They can also have substantial financial impacts associated with weed control and lost agricultural production.

WHAT IS WEED HYGIENE?

Weed hygiene is a biosecurity measure to prevent the spread of weeds. Biosecurity involves protecting people and animals against harmful biological or biochemical substances. Following relevant legislation is one way in which Inland Rail manages the spread of weeds.

Each state through which Inland Rail will pass has specific legislation in place for the management of declared and noxious weed species.

Our teams, including contractors, carry out work in accordance with the legislation and any agreements with state and local governments and individual landowners.

LEGISLATION

Below is an overview of state legislation governing Inland Rail's approach to managing our weed hygiene responsibilities.

QUEENSLAND

The *Biosecurity Act 2014* provides comprehensive biosecurity measures to minimise risks, address biosecurity threats, and align state responses to biosecurity risks with national and international requirements.

Additionally, the *Biosecurity Act 2014* imposes a General Biosecurity Obligation (GBO) on individuals who deal with biosecurity risks to take all reasonable measures to prevent or minimise risks.

NEW SOUTH WALES

The *Biosecurity Act 2015* provides a framework for the prevention, elimination and minimisation of biosecurity risks. This Act also contains a General Biosecurity Duty (GBD) which applies to anyone dealing with a biosecurity matter or a carrier, who knows (or ought to reasonably know) of the biosecurity risk posed or likely to be posed. This person has a duty to ensure that the risk is prevented, eliminated or minimised.

VICTORIA

The *Catchment and Land Protection Act 1994* provides a framework for the control of noxious weeds and pest animals. The act places legal obligations on landowners to take all reasonable steps to eradicate regionally prohibited weeds; prevent the growth and spread of regionally controlled weeds; and prevent the spread of, and as far as possible eradicate, established pest animals. Landowners must also prevent the spread of regionally controlled weeds and established pest animals on roadsides that adjoin their land.

WORKING IN ROAD RESERVES AND ON PRIVATE PROPERTY

Before carrying out work in road reserves and private property, we will work with landowners and relevant authorities for voluntary access and to understand their individual requirements.

If voluntary access is agreed to with landowners for us to enter their private property, we will prepare a land access agreement (LAA). The LAA captures landowner requirements which includes weed management.

A clean-down record is a checklist that our team members complete as they enter and leave a property.

A similar process is in place for work on local and state government land. We will work with the relevant authority to ensure their needs are met regarding weed hygiene.

INLAND RAIL WEED HYGIENE RESPONSIBILITIES

We observe the following weed hygiene principles during activities that could increase the spread of existing declared and noxious weeds on properties that we enter for Inland Rail work.

ARRIVE CLEAN

STAY CLEAN

LEAVE CLEAN

There are many sources and carriers of weed seeds that could expand the distribution of declared and noxious weeds. They include clothing, shoes, heavy machinery, vehicles, tools and wheeled loaders.

WEED CLEAN-DOWN SPECIFICATIONS

We use clean-down procedures to help remove weed, seeds, soil and other foreign matter from vehicles and machinery used during construction and other activities.

Our approach to manage our weed hygiene responsibilities includes criteria that must be met to achieve a satisfactory clean-down in a variety of scenarios.

Where practical (in close proximity to Inland Rail's activities), third-party certified companies will be used to clean vehicles and equipment used for Inland Rail activities.

OUR WEED HYGIENE ACTIONS

- ▶ We identify weed infested areas through surveys and notify Inland Rail staff and contractors.
- ▶ As part of a risk management strategy the level clean-down, and frequency of clean down, is assigned on the basis of the level of risk in each instance.
- ▶ We regularly clean all our vehicles, clothing, boots and equipment, including contractor vehicles, in designated wash-down areas to manage risks identified in the field survey.
- ▶ Where required, we ensure that all vehicles working on private property, outside road and rail corridors, hold an Inland Rail clean-down record.
- ▶ We provide ongoing education internally and as part of inducting contractors about weed identification and wash-down.
- ▶ We only enter private land where we have a signed LAA and abide by additional weed clean-down activities requested by the landowner.
- ▶ We undertake road reserve work and rehabilitation as we have agreed to with relevant authorities.

WANT TO KNOW MORE?

ARTC is committed to working with state and local governments, communities and landowners as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about the xxx project, please let us know.

1800 732 761

inlandrailenquiries@artc.com.au

GPO Box 2462, Queen St, Brisbane Qld 4000

inlandrail.com.au

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The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

CURRENT AS AT NOVEMBER 2018

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APPENDIX

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Stakeholder Engagement Report

Appendix C news, eblasts and works notifications

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

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Tara Venturini

From: Inland Rail QLD <InlandRailQLD@artc.com.au>
Sent: Wednesday, 28 August 2019 15:32
To: Tara Venturini
Subject: [EXT] Welcome to the B2G Project Newsletter for August!

Inland Rail NSW/QLD Border to Gowrie (B2G) project e-news

August 2019

Having trouble viewing this email? [View Online](#)



Welcome to the August edition of the NSW/QLD Border to Gowrie (B2G) project e-news. This edition includes:

- Project update
- Successful sponsorship and donation applications
- Inland Rail Skills Academy
- Inland Rail Conference Lights Up Toowoomba
- CCC meetings
- Upcoming investigations
- Flood terminology explained
- Gowrie to Helidon project update.

Project update

The reference design development phase for the B2G project is nearing completion. During this stage, we have carried out field investigations and consulted with the community, local councils, government agencies, and environment and industry groups.

The information and feedback we collected has assisted us to develop a proposed design for the project. This information is expected to be released to directly affected landowners in September 2019, with community information sessions occurring in October 2019.

The design will include details such as the proposed rail alignment, public road and rail crossings, and the project footprint. These elements will be shown in a newsletter distributed to the project area as well as the interactive version of the map available on the B2G project webpage, after we have first informed directly affected landowners.

We are also excited to launch our new e-news platform this month. We hope you enjoy the improved functionality and design. If you have any questions or suggestions for e-news articles please send them through. Thank you for your ongoing interest in the project.

[Visit the B2G webpage for more information >>](#)

[Visit the interactive map](#)

[Email us](#)

Successful sponsorship and donation applications

ARTC is committed to supporting community groups along the Inland Rail alignment who are working hard to contribute to local and regional prosperity, well-being and sustainability. We have established a sponsorships and donations program, which considers financial requests between \$1000 and \$4000 from eligible community organisations.

We are pleased to announce three recipients of first round sponsorships in the B2G area. Congratulations to:

Organisation	Sponsorship/donation request
Inglewood State School P & C	Portable stage
DownsSteam Tourist Railway & Museum	New BBQ
Kath Dickson Family Centre	Toy Library Refresh Project

Applications for the third round of sponsorship and donation are open until 31 October 2019 for projects, events and activities starting between December and February 2019.

For more information about eligibility requirements, application and assessment processes and terms and conditions of funding, please visit the link below.



Above left: Owen Taylor and Don Byrne from DownsSteam Tourist Railway & Museum firing up their new BBQ at the August Super Saturday in Drayton. Above right: Members of the community enjoying a guided group tour of the museum.

[Read more about sponsorships and donations](#)

Inland Rail Skills Academy

ARTC Inland Rail was proud to launch an Inland Rail Skills Academy this month, aimed at creating opportunities along the alignment across Queensland, New South Wales and Victoria.

The ground-breaking initiative will be a series of partnerships with expert organisations to create education, training, skills development and employment opportunities as well as building regional communities' prosperity and sustainability.

The Academy will deliver:

- Twenty undergraduate scholarships, made available through the University of Southern Queensland, Charles Sturt University and La Trobe University to support local students to study in industries contributing to their region's prosperity and social cohesion;
- Science, Technology, Engineering and Maths (STEM) Education, through primary and secondary schools allowing students to participate in a series of hands-on workshops which aim to inspire learning in STEM and interest in careers;
- Developing Rail Employee Capability, focussing on enabling ARTC employees to upgrade their skills and qualifications to deliver Inland Rail.

[Find out more >>](#)

Inland Rail Conference Lights Up Toowoomba

The Inland Rail Conference, hosted by the Australasian Railway Association and the Australian Logistics Council, was held in Toowoomba last week.

With over 400 delegates from across Australia, the conference celebrated the opportunities Inland Rail will bring for Australia and our inland regions.

With the theme 'Connecting Regions, Building Australia', the conference focused on how this nationally significant infrastructure project will transform the movement of freight in Australia.

Held in Toowoomba's iconic Empire Theatre, the conference featured presentations from a range of key operators, contractors, customers, suppliers and senior government stakeholders.

John Fullerton MD & CEO ARTC and Richard Wankmuller, CEO Inland Rail examined the opportunities and challenges associated with the Queensland section of the project.



Image above: Richard Wankmuller signs the MoU

The conference also explored the critical issues of skills, connectivity, supporting regional growth opportunities and community consultation processes.

As an organisation, Richard acknowledged the leadership role ARTC and Inland Rail have in developing skills and capability across the regions and industries we operate in and launched the Inland Rail Skills Academy to foster these outcomes.

Richard then signed a Memorandum of Understanding (MoU) with the Australasian Railway Association to make key aspects of the Inland Rail Skills Academy an industry-wide initiative.

CCC meetings

The next meetings of the Inner Darling Downs and Southern Darling Downs community consultative committees (CCCs) will be held in September 2019.

At these meetings, we will be providing an update on the project design including the proposed rail alignment, project footprint and public road crossings, and the noise assessment methodology.

In addition to this, there will be an update on the proposed Condamine floodplain crossing solution at



the Southern Darling Downs meeting and the Department of Natural Resources, Mines and Energy will be presenting at the Inner Darling Downs meeting about the recent changes to groundwater restrictions.

We encourage you to get in touch with a CCC member to discuss your interest in the B2G project. Interested community members are welcome to attend the meetings as an observer; please register your interest by contacting us on 1800 732 761 or at inlandrailqld@artc.com.au.

Inner Darling Downs CCC meeting:
Tuesday 17 September 2019, 6pm-9pm
Pittsworth Function Centre, 42 Hume Street, Pittsworth

Southern Darling Downs CCC meeting:
Thursday 19 September 2019, 6pm-8pm
Inglewood Civic Centre, 18 Elizabeth Street, Inglewood

For full details of the Southern Darling Downs and Inner Darling Downs CCCs and how to contact their members, please visit the CCC webpages below.

[Inner Darling Downs CCC](#)

[Southern Darling Downs CCC](#)

Upcoming investigations

The B2G team will continue data gathering through ongoing field studies and site investigations in September and October 2019. These activities are to inform the development of the design and EIS for the project.

Activities will include indigenous cultural heritage surveys between Gowrie and Pampas, and utility investigations throughout the B2G project area. Utility investigations will remain within the road corridor. While there are no other field studies or site investigations scheduled, there may be a need to undertake further investigations during this time.

[View the works notice](#)

Flood terminology explained

If you have attended an information session or met with members of the project team, you likely would have heard us talking about the hydrology and flood modelling being done across the B2G project area.

The Inland Rail will be designed in accordance with ARTC's guidelines, which specify that it is to provide flood immunity to the rail formation level for a flood event that has 1% annual exceedance probability (AEP). The rail formation level is the top of the embankment or structure on which the ballast and tracks sit.

A flood event with a 1% AEP has a one in 100 chance of being exceeded in any given year. It does not indicate the flood could only occur once in 100 years.

In Australia, the 1% AEP event is typically regarded as an acceptable level of flood immunity for planning purposes for projects of this nature.

Gowrie to Helidon project update

The Gowrie to Helidon (G2H) project is nearing the end of the feasibility stage and ARTC Inland Rail is in the process of finalising the draft EIS and a reference design for the project.

The project team recently held a series of community information sessions to provide further information about how the project has progressed and to gather community feedback.

The information sessions focused on findings relating to the rail alignment and engineering design. For more information about the G2H project, visit the links below.



Image above: visualisation of the proposed road over rail bridge at Gowrie Junction Road

[Visit the G2H webpage](#)

[Read the G2H August newsletter](#)

Follow us and join the conversation across our socials



[Inland Rail Website](#)

Tara Venturini

From: ircommunications@artc.com.au
Sent: Wednesday, 23 October 2019 21:18
To: Tara Venturini
Subject: [TEST] NSW/QLD Border to Gowrie (B2G) project community information sessions

NSW/QLD Border to Gowrie (B2G) project

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Community information sessions

ARTC Inland Rail is holding community information sessions in October to present the proposed rail alignment, public road/rail crossings and the project footprint for the NSW/QLD Border to Gowrie (B2G) project. Please drop in at any time during the sessions.

- **Date:** Thursday 24 October 2019
Time: 3.00–6.00pm
Venue: Millmerran Cultural Centre - 45 Walpole Street, Millmerran

- **Date:** Saturday 26 October 2019

Time: 8.30am–11.30am

Venue: Brookstead Hall - Madelaine Street, Brookstead

- **Date:** Saturday 26 October 2019

Time: 1.00–4.00pm

Venue: Pittsworth Town Hall - Park Street, Pittsworth

- **Date:** Monday 28 October 2019

Time: 9.00am–12.00pm

Venue: Inland Rail Toowoomba Office - 65 Neil Street, Toowoomba

- **Date:** Monday 28 October 2019

Time: 3.00–6.00pm

Venue: Inglewood Civic Centre - 18 Elizabeth Street, Inglewood

- **Date:** Tuesday 29 October 2019

Time: 3.00–6.00pm

Venue: Yelarbon and Districts Soldiers Memorial Hall - Taloom Street, Yelarbon

- **Date:** Wednesday 30 October 2019

Time: 3.00–6.00pm

Venue: Goondiwindi Gateway to Training - 15-21 Russell Street, Goondiwindi

Follow us and join the conversation across our socials



[Inland Rail Website](#) | [Inland Rail Digital Library](#)

This email was sent by Cameron Tomes, ARTC, Level 9/40 Creek St, Brisbane, QLD 4000, Australia to TVenturini@ARTC.com.au

[Unsubscribe](#)



NSW/QLD BORDER TO GOWRIE PROJECT CHANGED TRAFFIC CONDITIONS SEPTEMBER 2018 BIDDESTON SOUTHBROOK ROAD, SOUTHBROOK

Between early and mid-September 2018, Inland Rail will be carrying out core sample drilling investigations within the road corridor at Biddeston Southbrook Road, Southbrook.

This will require hold and release traffic control and reduced speed limits while work is carried out.

These changed traffic conditions will be in place for approximately one day (weather permitting). Investigations will be undertaken between 6.30am and 6.30pm, Monday to Sunday.

Why is this work taking place?

Inland Rail is undertaking environmental field studies and geotechnical investigations within the NSW/QLD Border to Gowrie (B2G) project study area.

Environmental field studies are carried out as part of environmental assessment of the area.

More information

Factsheets about environmental field studies, including information about the different types of studies and how they are carried out, can be found on the Inland Rail website. To view these factsheets please visit inlandrail.com.au and search environmental field studies and/or geotechnical investigations.

We are committed to working with the community and keeping you informed about the project's design development. For more information about the project please call **1800 732 761**, email inlandrailqld@artc.com.au or visit inlandrail.com.au

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inlandrail.com.au

SEPTEMBER 2018

1800 732 761

APPENDIX

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Appendix D Paid Advertising

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

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D.1 Summary of paid advertising

Date	Publication	Content
30 October– 25 November 2017	Toowoomba Chronicle (4), Clifton Courier (4), Pittsworth Sentinel (4), Macintyre Gazette (4), Goondiwindi Argus (4), Queensland Times (4), Ipswich Advertiser (4), Beaudesert Times (4), Moreton Border News (4), The Fassifern Guardian (4), Gatton Lockyer Valley Star (4), QLD Country Life (2), Laidley Plainland Leader (1), Withcott Times (1), Valley Weekender (1)	Invitation for nominations for Darling Downs, Lockyer Valley and Scenic Rim CCCs
2 November– 18 November 2017	Toowoomba Chronicle (4), Warwick Daily News (2), Clifton Courier (2), Pittsworth Sentinel (2), Macintyre Gazette (2), Goondiwindi Argus (2)	Preferred Inland Rail study corridor identified
2 November– 18 November 2017	Toowoomba Chronicle (4), Warwick Daily News (2), Clifton Courier (2), Pittsworth Sentinel (2), Macintyre Gazette (2), Goondiwindi Argus (2)	Community information sessions
12 December– 14 December 2017	Toowoomba Chronicle (1), Queensland Times (1), Ipswich Advertiser (1), Clifton Courier (1), Pittsworth Sentinel (1), Macintyre Gazette (1), Goondiwindi Argus (1), Beaudesert Times (1), Moreton Border News (1), The Fassifern Guardian (1), Withcott Times (1), Valley Weekender (1)	Notification of establishment of Southern and Inner Darling Downs, Lockyer Valley and Scenic Rim CCCs
24 January 2018	Toowoomba Chronicle (1)	Notification of survey (LiDAR) work—IDD
3 March 2018	Toowoomba Chronicle (1)	Notice of CCC meeting—IDD and SDD
14 March– 23 March 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's summary—SDD CCC
17 March– 21 March	Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's summary—IDD CCC
28 March– 5 April 2018	Toowoomba Chronicle (2), Goondiwindi Argus (2), Pittsworth Sentinel (2), Macintyre Gazette (2)	Notice of CCC meeting—IDD and SDD
28 March– 5 April 2018	Toowoomba Chronicle (2), Goondiwindi Argus (2), Pittsworth Sentinel (2), Macintyre Gazette (2)	Notification of field investigations
7 April– 18 April 2018	Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Condamine floodplain crossing open house sessions
21 April– 26 April 2018	Toowoomba Chronicle (2), Macintyre Gazette (1), Goondiwindi Argus (1), Pittsworth Sentinel (1)	Chair's summary—IDD and SDD combined meeting
16 May– 2 June 2018	Toowoomba Chronicle (4), Pittsworth Sentinel (3), Goondiwindi Argus (2), Macintyre Gazette (2)	Draft Terms of Reference information sessions
9 May– 10 May 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Notice of CCC meeting—IDD
5 June– 7 June 2018	Toowoomba Chronicle (1), Macintyre Gazette (1), Goondiwindi Argus (1), Pittsworth Sentinel (1)	Chair's summary—IDD and SDD combined meeting
21 July– 26 July 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Notification of field investigations
28 August– 1 September 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (2), Pittsworth Sentinel (1)	Notice of CCC meeting—IDD and SDD
19 September– 20 September 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—IDD CCC
19 September– 20 September 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—SDD CCC

Date	Publication	Content
29 October– 14 November 2018	Goondiwindi Argus (3), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (3), High Country Herald (2)	Focused area of investigation staffed information displays
31 October– 1 November 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Notice of CCC meeting—IDD and SDD
21 November– 22 November 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—IDD CCC
21 November– 22 November 2018	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—SDD CCC
11 February– 14 February 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Rail-road crossings pop-up sessions
11 February– 14 February 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Notice of CCC meeting and new Chair—IDD
25 February– 14 March 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Millmerran and Inglewood Shows pop-up information stands
25 February– 14 March 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Inglewood and Toowoomba Shows pop-up information stands
11 March– 14 March 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Notice of CCC meeting—SDD
15 March– 23 March 2019	Toowoomba Chronicle (2), Pittsworth Sentinel (1), High Country Herald (1), Withcott Times (1)	Toowoomba Show pop-up information stand
19 March– 21 March 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—IDD CCC
9 April– 11 April 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—SDD CCC
24 April– 2 May 2019	Goondiwindi Argus (2), Macintyre Gazette (2)	Goondiwindi Show pop-up information stand
3 June– 4 June 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Notice of CCC meeting—IDD and SDD
25 June– 26 June	Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—IDD CCC
3 July– 4 July 2019	Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)	Chair's Summary—SDD CCC
4 September– 14 September 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Notice of CCC meeting—IDD and SDD
2 October– 9 October 2019	Facebook	Interactive map
12 October – 22 October 2019	Facebook	Community information sessions
2 October– 9 October 2019	Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Chair's Summary—IDD CCC
2 October– 10 October 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Chair's Summary—SDD CCC

Date	Publication	Content
9 October– 19 October 2019	<i>Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)</i>	Community information sessions
13 January 2020	<i>Toowoomba Chronical, Pittsworth Sentinel, Goondiwindi Argus, Macintyre Gazette</i>	CCC nomination
16 March – 17 March 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	Notice of CCC meeting – IDD CCC
16 March 2020	<i>Goondiwindi Argus, Macintyre Gazette</i>	Notice of CCC meeting – SDD CCC
28 April – 29 April 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	Notice of CCC meeting – IDD CCC
20 May 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	IDD CCC chair summary
16 June – 17 June 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	Notice of CCC meeting – IDD CCC
22 June – 23 June 2020	<i>Goondiwindi Argus, Macintyre Gazette</i>	Notice of CCC meeting – SDD CCC
8 July 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	IDD CCC chair summary
16 July 2020	<i>Goondiwindi Argus, Macintyre Gazette</i>	Notice of CCC meeting – SDD CCC
13 August 2020	<i>Goondiwindi Argus, Macintyre Gazette</i>	SDD CCC chair summary
18 August – 19 August 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	Notice of CCC meeting – IDD CCC
9 September 2020	<i>Toowoomba Chronical, Pittsworth Sentinel</i>	IDD CCC chair summary



**INLAND
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POP-UP INFORMATION STANDS

NSW/QLD BORDER TO GOWRIE

COME SEE US AT THE SHOWS

ARTC Inland Rail will be hosting pop-up information stands at the upcoming Millmerran and Inglewood shows to gather community feedback and answer questions about the NSW/QLD Border to Gowrie (B2G) project.

YOU'LL FIND US AT:

MILLMERRAN SHOW

Date: Saturday 2 March 2019

Time: 9.00 am – 4.00 pm

INGLEWOOD SHOW

Date: Saturday 16 March 2019

Time: 9.00 am – 4.00 pm



1800 732 761



inlandrailqld@artc.com.au



ARTC Inland Rail, GPO Box 2462, Brisbane 4000

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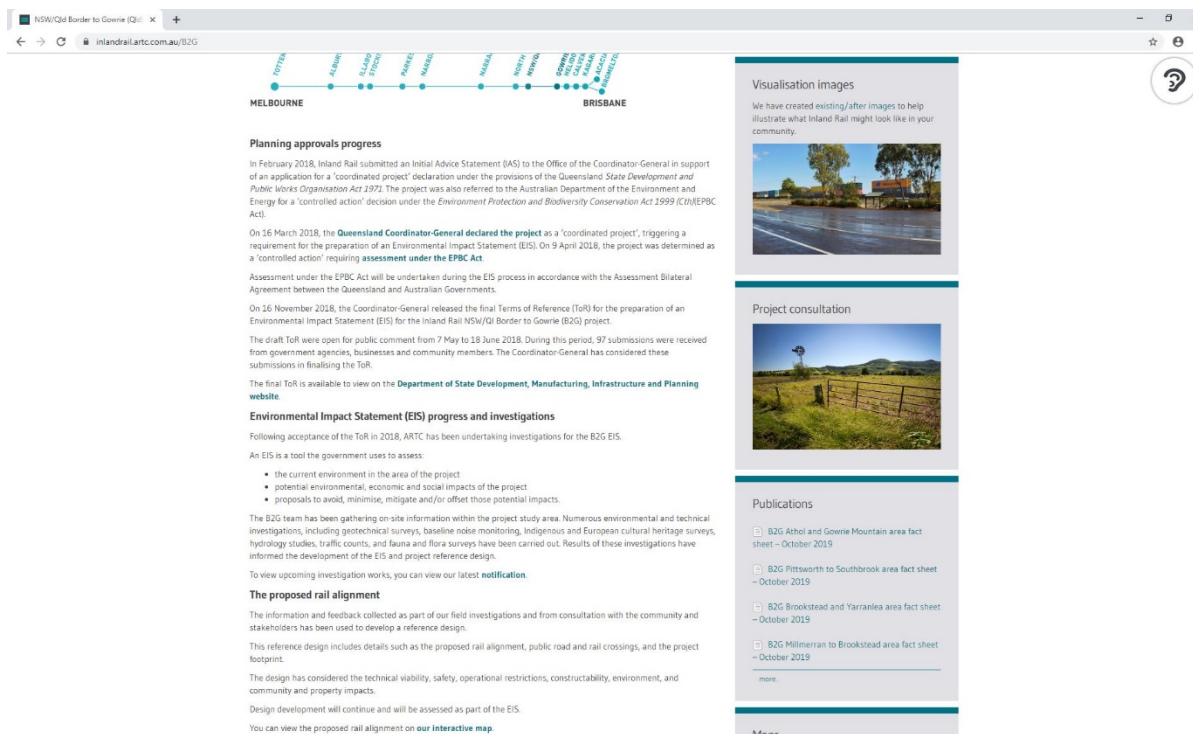
Stakeholder Engagement Report

Appendix E Website

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

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NSW/Qld Border to Gowrie (Qld)

inlandrail.artc.com.au/82G

community and property impacts.

Design development will continue and will be assessed as part of the EIS.

You can view the proposed rail alignment on [our interactive map](#).

The reference design will continue to be developed as a result of further investigations, government approvals or during the next phase of the project – detailed design.

We are committed to continuing community engagement and seeking community feedback on the reference design and we will keep you informed of any changes.

For more information, please read our [local area fact sheets](#).

Flooding and hydrology

Candamine floodplain crossing

Since the release of the proposed Candamine floodplain crossing in late 2018, Inland Rail has continued consultation with landowners and key stakeholders to update the flood model and design of the crossing solution.

The flood model has been expanded to incorporate additional local flow paths, in particular within the Back Creek catchment, and has also been validated against the 2013 flood event. We have undertaken further sensitivity testing on the model to determine how inflows from local creeks may impact water levels and velocities in a 1-in-100 (1% Annual Exceedance Probability (AEP)) flood event in order to gain more robust results based on local knowledge. We have also included additional data from the Warwick and Cecil River stream gauges, as well as anecdotal data of historic flood events prior to 1921, to improve our flood frequency analysis. These updates have allowed improved understanding of flooding behaviour in the Candamine floodplain but have not resulted in significant changes to the overall model or required considerable updates to the crossing design.

The Candamine floodplain crossing design has been updated to incorporate community feedback. Key changes included:

- extending the proposed bridge over the North Branch by approximately 250m north
- moving the proposed Yandilla rail bridge further south and combining with the proposed Graistree Creek bridge
- increasing the number of proposed culverts near Yandilla grain silos to ensure the drainage channel to the south of the silos has enough culverts to convey flood water.

The proposed Candamine floodplain crossing solution remains within the existing rail corridor, and now comprises:

- 6 bridges
- 6.3km total bridge length
- Approximately 500 culverts (900mm – 2.1m in diameter).

Assessment of the proposed Candamine floodplain crossing solution using the updated flood model indicates that in a 1% AEP event, the solution is likely to change flood behaviour at 23 private properties that already experience some degree of flooding. This includes changes in peak water levels of 10-50 mm at six houses. We are continuing to work with landowners to develop mitigation measures to minimise and manage any changes to flood behaviour.

You can view the [floodplain crossing design here](#).

The proposed Candamine floodplain crossing solution is subject to assessment as part of the EIS process and may change as a result of conditions of approval, further investigations, or detailed design.

Gowrie Creek

Hydrology modelling for Gowrie Creek has been completed and the proposed alignment does not cross Gowrie Creek. Rather, it borders the existing 1% AEP floodplain before connecting to the Gowrie to Hildon (G2H) section of Inland Rail at Draper Road.

Flood modelling for the existing Gowrie Creek catchment for a 1% AEP flood event has shown:

- the peak depth of water is approximately five metres in the Gowrie Creek channel
- up to around one metre on the floodplain at the proposed rail alignment near the Leasons Road/Draper Road junction
- the floodplain width varies between 200m and 500m.

Maps

NSW/Qld Border to Gowrie project map (detailed)

NSW/Qld Border to Gowrie project map (study area)

Works notifications

82G works notification – November to December 2019

82G works notification – September to October 2019

82G works notification – July to August 2019

82G field studies and site investigations – January to February 2019

Field studies & geotechnical investigations

Project timeline

Concept assessment

2016-2018

Project feasibility

2018-2020

Project assessment

mid 2020

Project approval

mid 2020

Construction

2021-2025

Operation

NSW/Qld Border to Gowrie (Qld)

inlandrail.artc.com.au/82G

Flood modelling for the existing Gowrie Creek catchment for a 1% AEP flood event has shown:

- the peak depth of water is approximately five metres in the Gowrie Creek channel
- up to around one metre on the floodplain at the proposed rail alignment near the Leasons Road/Draper Road junction
- the floodplain width varies between 200m and 500m.

Sufficient cross drainage infrastructure is proposed to the north of the Warrego Highway to maintain the natural flow of water of several small existing un-named flow paths. The reference design includes nine reinforced concrete pipe locations (51 total culvert cells) and one reinforced concrete box culvert (culvert with 16 cells).

Gowrie Creek model calibration was based on two stream gauges (Cranley and Oakley) as well as several rainfall gauges. Consultation with affected landowners is ongoing.

Westbrook Creek and Dry Creek Crossing

Hydrology modelling for Westbrook Creek and Dry Creek has been completed and the proposed rail alignment crosses Westbrook Creek and Dry Creek to the west of Toowoomba Wellcamp Airport. The rail alignment is proposed to cross the creeks approximately 800m upstream of where Westbrook Creek and Dry Creek meet. The model floodplain widths in a 1% AEP event are around 1.7km at the proposed crossing point, 500m at the Brimblecombe Road crossing of Dry Creek and 800m at the Toowoomba Cecil Plains Road crossing of Westbrook Creek.

The Westbrook Creek and Dry Creek floodplains are well defined with a few minor localised breakouts and small tributary drainage lines. Based on the reference design, in a 1% AEP event, the peak depth is approximately 4.5m in the channel and up to 3m on the floodplain around the proposed rail alignment crossing of Westbrook Creek. The peak depth of water is around 3.5m deep and up to 2m on the floodplain at Dry Creek.

The rail alignment is proposed to cross Dry Creek with a 184m long bridge and Westbrook Creek with a 230m long bridge. Culverts are expected to range between 1.05m and 2.70m in size to maintain the existing flowpaths. Culverts will be spread along the structures to counteract the risk of blockage. The reference design for Westbrook Creek and Dry Creek includes 10 reinforced concrete pipe locations (94 total cells) and two reinforced concrete box culvert locations (13 total cells).

Consultation with affected landowners is ongoing.

Community consultation

From September 2018 to September 2019, ARTC engaged with key stakeholders, landowners and the community regarding the development of the reference design and EIS. This engagement centred around the following elements:

- focused area of investigation
- alignment development in Millmerran, Millwood and Whetstone
- Candamine floodplain solution
- road/rail interface (public road and private crossings)
- hydrology modelling of catchments across the study area including Gowrie Creek, Westbrook Creek, Parigara Creek and the Macintyre Brook.
- social impact assessment.

Engagement activities included letters, phone calls and meetings with directly affected landowners, workshops with key stakeholders, community information sessions, a community survey and community update newsletter. Between December 2018 and February 2019, the 82G project increased its online presence with the launch of an [interactive map](#) and [social media](#).

Social Impact Assessment

The EIS includes a Social Impact Assessment (SIA), conducted by independent consultants. The SIA looks at how the project may affect people in the study area and in nearby communities. This includes potential negative impacts and potential benefits, and how Inland Rail can make sure the 82G project has positive outcomes for local communities.

The SIA draws on research, analysis and stakeholder engagement. The results of Inland Rail's engagement with communities and stakeholders are being considered in the SIA. SIA-specific stakeholder engagement has included a community survey in November/December 2018 and workshops with community, government and business organisations in February 2019.

Feedback and information gathered will inform the impact assessment, and a range of mitigation and management actions

Important links

[Environmental Protection Biodiversity Conservation Act documents](#)

Related projects

[North Star to NSW/Qld Border](#)

[Gowrie to Hildon \(Qld\)](#)

Contact us

T: 1800 732 761

E: inlandrailqld@artc.com.au

Postal Address Toowoomba office:

Australian Rail Track Corporation

Inland Rail

65-67 Neil Street,

PQ Box 3093,

Toowoomba Qld 4350

Request an appointment at the Toowoomba Office

The Inland Rail stakeholder engagement team is available to meet and discuss the program with you from our Toowoomba office.

- 9am-4pm, Monday to Friday

REGISTER

to get involved!

FAQ

What is the NSW/Qld Border to Gowrie project?

NSW/QLD Border to Gowrie (B2G)

inlandrailartc.com.au/B2G

Engagement activities included letters, phone calls and meetings with directly affected landowners, workshops with key stakeholders, community information sessions, a community survey and community update newsletter. Between December 2018 and February 2019, the B2G project increased its online presence with the launch of an **Interactive map** and **social media**.

Social Impact Assessment
The EIS includes a Social Impact Assessment (SIA), conducted by independent consultants. The SIA looks at how the project may affect people in the study area and in nearby communities. This includes potential negative impacts and potential benefits, and how Inland Rail can make sure the B2G project has positive outcomes for local communities.
The SIA draws on research, analysis and stakeholder engagement. The results of Inland Rail's engagement with communities and stakeholders are being considered in the SIA. SIA-specific stakeholder engagement has included a community survey in November/December 2018 and workshops with community, government and business organisations in February 2019.
Feedback and information gathered will inform the impact assessment, and a range of mitigation and management actions will be developed to address significant social impacts. These will be outlined in the B2G SIA.

Key Dates
During October 2019 we hosted **community information sessions** along the B2G alignment to present the proposed reference design and findings from our field studies for noise, vibration and flood modelling methodology.
The project technical experts and engagement professionals will be on hand to answer your questions and record any information you wish to provide in relation to the proposed rail alignment design.

Community Consultative Committees - Inner and Southern Darling Downs
The latest round of Community Consultative Committee (CCC) meetings are coming up on 5 and 11 December 2019 for the **Inner Darling Downs** and **Southern Darling Downs**. To find out more information about the CCCs or view the agenda and minutes from previous meetings please visit the CCC web pages.

Contact us
You can contact us during business hours on 1800 732 761 or email us at inlandrailgld@artc.com.au.

Interactive Map
We have developed an interactive map covering the NSW/QLD Border to Gowrie project, to help us get a better understanding of key issues from a community perspective.
The interactive map allows members of the public to have their say by simply dropping a pin on the map and adding a comment.
The map shows the current design. As the project continues to develop, the map will be updated to reflect the latest design.
We appreciate you taking the time to share your feedback with us.
Access the interactive map [here](#).

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Know better? Rate this content?

Sam 4pm, Monday to Friday

REGISTER

to get involved!

FAQ
What is the NSW/QLD Border to Gowrie project?
What is the study area?
Were other study areas considered?
What is the reference design?
[more...](#)

Document Library

B2G Athol and Gowrie Mountain area fact sheet – October 2019

B2G Pittsworth to Southbrook area fact sheet – October 2019

B2G Brookstead and Yarramlea area fact sheet – October 2019

B2G Millmerran to Brookstead area fact sheet – October 2019

[more...](#)

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INLAND RAIL

APPENDIX

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Stakeholder Engagement Report

Appendix F Feedback Form

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

Feedback form

We are seeking feedback on the project reference design, proposed alignment and public road crossings.
Have your say by posting a comment on our interactive map during the community information session, or by filling out this feedback form and placing in the feedback form box or leaving with a staff member.

Contact details

Name	
Contact number	
Address	
Email address	

Feedback

Continued over page.

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

APPENDIX

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Stakeholder Engagement Report

Appendix G Community Survey

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

Introduction

Australian Rail Track Corporation (ARTC) proposes to develop the Inland Rail Project, which will complete the 'spine' of the national freight network between Melbourne and Brisbane, and connect regional Australia to domestic and international markets. Inland Rail is expected to be fully operational in 2024-2025.

In Queensland, the Inland Rail corridor extends from the Queensland-New South Wales border east of Goondiwindi, to Acacia Ridge and Bromelton, south of Brisbane. ARTC is preparing Environmental Impact Statements (EIS) as part of federal and state government approval processes for the following Inland Rail projects:

- NSW/QLD Border to Gowrie
- Gowrie to Helidon
- Helidon to Calvert
- Calvert to Kagaru.

ARTC has appointed the Future Freight Joint Venture (FFJV) to develop the project alignment and design, and to deliver the necessary EIS.

Each EIS will include a Social Impact Assessment (SIA) to identify Inland Rail's potential benefits and impacts for local communities.

Draft Terms of Reference for the Project's EIS, including requirements for SIA, can be viewed online at: <http://www.dsdmip.qld.gov.au/assessments-and-approvals/inland-rail-border-to-gowrie.html>

ARTC will be holding community information sessions to speak with community members about the NSW/QLD Border to Gowrie project between Saturday 10 November and Wednesday 21 November 2018. Please see your local paper or see ARTC's website at inlandrail.com.au/b2g.

Who is this survey for?

This survey is for community members, landowners, business owners and community organisations to provide input to the SIA for the NSW/QLD Border to Gowrie project.

The survey will collect valuable data on community views about local communities and potential project benefits and impacts, for use in the Inland Rail SIAs and EIS.

The survey will take about ten minutes, and is anonymous with no identifying details required.

Please complete the survey by 9pm on Friday 21 December 2018.

Data collection and privacy: The survey is hosted by SurveyMonkey® which may store survey inputs on a secure server in Australia or the United States of America (USA). By completing this survey, you agree to the use of your survey inputs for the Inland Rail SIA and EIS and to the storage of these data inputs. You can read the SurveyMonkey® Privacy Policy here <https://www.surveymonkey.net/mp/policy/privacy-policy/>

Project information

For more information about Inland Rail or the EIS, please see the website links below, and come back to tell us what you think.

If you have any specific interests or concerns about the project, please contact the B2G project team by phone on 1800 732 761 (a free call) or email inlandrailqld@artc.com.au.

Further information about each of the Inland Rail projects is available at <https://inlandrail.com.au>.

Information on the Environmental Impact Statement process is available at <http://www.statedevelopment.qld.gov.au/assessments-and-approvals/current-eis-projects.html>

Thank you for your time and participation.

ARTC Inland Rail Project Team

A few questions about you

1. How would you rate your current knowledge about the Inland Rail project?

- ☐ I don't know much about Inland Rail.
 ☐ I know a lot about Inland Rail.
 ☐ I know a little bit about Inland Rail.
 ☐ I prefer not to say.

2. How would you rate your knowledge about the Border to Gowrie (B2G) section of Inland Rail?

- ☐ I don't know much about the B2G section.
 ☐ I know a lot about the B2G section.
 ☐ I know a little about the B2G section.
 ☐ I prefer not to say.

3. Is your property in the focussed area of investigation (the footprint in which the alignment is likely to be positioned?)

- ☐ Yes
 ☐ No

4. Do you live on a rural property or in town?

I live on a rural property (please tell us your rural locality or closest town):

I live in town (please tell us which town):

Other:

5. How long have you lived in this location or town?

- ☐ Less than 1 year
 ☐ 10-20 years
 ☐ 1-5 years
 ☐ 20-50 years
 ☐ 5-10 years
 ☐ More than 50 years

6. Which of the following best describes your employment status?

- ☐ Business owner
 ☐ Not employed, and not seeking work
 ☐ Employed, working full-time
 ☐ Volunteer
 ☐ Employed, working part-time
 ☐ Retired / not in workforce
 ☐ Not employed, seeking work
 ☐ Other

7. What industry or work are you involved in?

You may select as many as relevant.

- | | | |
|--|---|--|
| ☐ Agriculture | ☐ Construction | ☐ Retail, Tourism and Hospitality |
| ☐ Government services | ☐ Community services | ☐ Home-maker or carer |
| ☐ Mining | ☐ Health | ☐ Other |
| ☐ Manufacturing | ☐ Professional Services | |
| ☐ Transport | ☐ Education and Training | |

8. In which town / suburb are you mostly based for your work?

Leave blank if not applicable, or if you'd prefer not to say.

9. Your gender

- ☐ Male
- ☐ Female
- ☐ Other / prefer not to say

10. Please tell us your age group

- | | |
|--------------------------------------|---|
| ☐ Under 15 years | ☐ 51 to 65 years |
| ☐ 16 to 25 years | ☐ Over 65 years |
| ☐ 26 to 50 years | ☐ Prefer not to say |

11. Do you identify as an Aboriginal or Torres Strait Islander person?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Your community

12. Please tell us about your local community, by choosing the box for each statement. If your community is different to your residential suburb / town, please specify this below*.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Our community is family-oriented.	☐	☐	☐	☐	☐	☐
Our community has the ability to adapt to change.	☐	☐	☐	☐	☐	☐
Our community is harmonious.	☐	☐	☐	☐	☐	☐
Our community is a safe community.	☐	☐	☐	☐	☐	☐
Our community looks after its members.	☐	☐	☐	☐	☐	☐
Our community has a strong sense of identity.	☐	☐	☐	☐	☐	☐
Our community is accepting of different cultures and lifestyles.	☐	☐	☐	☐	☐	☐
Our community sticks together when times are tough.	☐	☐	☐	☐	☐	☐

*Please specify the community you identify with (if different to your residential suburb / town)

13. Community wellbeing

Thinking about your community's wellbeing, please tell us your views on the following statements, by choosing one box on each line and providing examples in the comments sections where relevant.

You are welcome to attach any further information you would like considered. A file upload option is provided at the end of this survey.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Access to housing is affordable for most people.	☐	☐	☐	☐	☐	☐
Comments						

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Local businesses are generally doing well.	☐	☐	☐	☐	☐	☐
Comments						
Our community has adequate community and health services.	☐	☐	☐	☐	☐	☐
Comments						
Our community has adequate job options.	☐	☐	☐	☐	☐	☐
Comments						
Our community has adequate education and training options.	☐	☐	☐	☐	☐	☐
Comments						
We have a clean environment in and around our community.	☐	☐	☐	☐	☐	☐
Comments						
Quality of life in our community is good, or better than good.	☐	☐	☐	☐	☐	☐
Comments						
We have good, safe road connections between our towns.	☐	☐	☐	☐	☐	☐
Comments						

14. What makes your community a valued and special place to live? Is it about the places, things to do, services or a certain way of life? Please identify as many as you wish.

You are welcome to attach extra detail. A file upload option has been provided at the end of this survey.



Impacts and Opportunities

A reminder that community information sessions to discuss the NSW/QLD Border to Gowrie project will be held between Saturday 10 November and Wednesday 21 November 2018, and detailed information about the Inland Rail NSW/QLD Border to Gowrie section is available at inlandrail.com.au/b2g.

For the following questions, please consider whether the project could affect local people, businesses or communities including positive effects (either a strong positive effect or some positive effect) or a negative effect (either a strong negative effect or some effect).

Please also tell us the reasons for your responses.

You are welcome to attach further details by using the file upload option at the end of this survey.

15. How do you think the Inland Rail project(s) might affect local people or your community when considering the following.

	Strong Positive Effect	Some Positive Effect	No Effect	Some Negative Effect	Strong Negative Effect	Don't Know
The amenity or enjoyment of towns or farms	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Housing or property use	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Access around your district	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Lifestyle (e.g. how you live, work or play)	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Local businesses	☐	☐	☐	☐	☐	☐

	Strong Positive Effect	Some Positive Effect	No Effect	Some Negative Effect	Strong Negative Effect	Don't Know
How might the project affect this?						
Industry and economic development	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Employment and training options	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Community wellbeing (e.g. health and safety)	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Community values, such as connectedness and harmony	☐	☐	☐	☐	☐	☐
How might the project affect this?						
Community, health and emergency services	☐	☐	☐	☐	☐	☐
How might the project affect this?						
16. If you think the project may have other social and economic benefits or impacts, please describe them below.						

17. What actions could the Inland Rail project team undertake to avoid or reduce social and economic impacts?

18. What actions could the Inland Rail project team undertake to maximise project benefits to local communities?

19. You are welcome to attach further detail to support your survey responses here (optional).
File size limit is 16MB. Only PDF, DOC, DOCX, PNG, JPG, JPEG, GIF files are supported.

Choose File

No file chosen

Thank You

Thank you for your time and participation in this survey.

As noted your survey inputs will be held in confidentiality by the FFJV team.

If you are interested in receiving regular updates about the project and upcoming consultation activities, please register with ARTC by calling 1800 732 761, or by sending your name, address and area of interest by email to inlandrailqld@artc.com.au.

APPENDIX

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Stakeholder Engagement Report

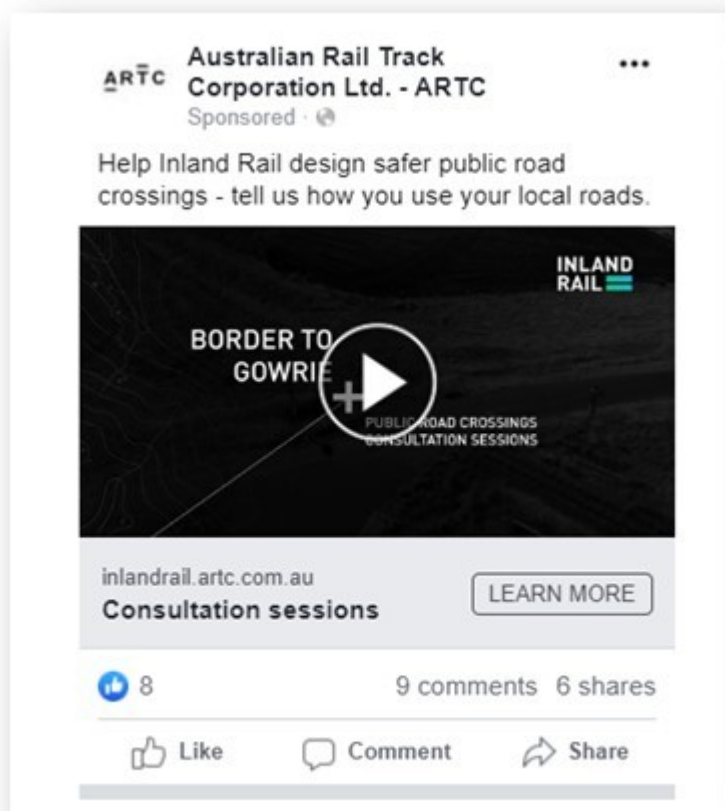
Appendix H Social Media Posts

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.



- ▶ 182 link clicks
- ▶ 7,397 people reached
- ▶ \$149.31 spent
- ▶ 76% men reached (primary age 55-64)
- ▶ 8 likes, 9 comments, 6 shares



Inland Rail

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Community consultation is vital to the success of Inland Rail and we are committed to working with communities and stakeholders. Any proposed changes to public roads are subject to approval by relevant road... [More](#)



inlandrail.artc.com.au

Keep talking, we're listening.

[LEARN MORE](#)

23

6 comments 12 shares

Like

Comment

Share

- ▶ 603 link clicks
- ▶ 13,652 people reached
- ▶ \$343.23 spent
- ▶ 84% men reached (primary age group 25-34)
- ▶ 23 likes, 6 comments, 12 shares



Inland Rail is at Toowoomba Royal Show.

Published by Jac Wilson [?] · 28 March · Toowoomba · 🌐

...

A huge happy show day to #Toowoomba in Queensland! 🌟 We are proud sponsors of the Toowoomba Royal Show.

If you're heading along, make sure to say hello to our team at the Inland Rail booth in the Main Pavilion! You can check out maps, fact sheets and chat all things #InlandRail with our team.



- ▶ Organic post (no \$ spent)
- ▶ 1,575 people reached
- ▶ 11 likes
- ▶ 4 shares
- ▶ 62 post comments